



**District 4 Joint Pedestrian Advisory Committee (PAC)
+ Bicycle Advisory Committee (BAC) Meeting**

June 28, 2017, 1:30 - 3:30 p.m.

Executive Conference Room 15-240 (15th Floor), 111 Grand Ave, Oakland

Phone Bridge: 1.510.286.2230, no passcode

AGENDA

- | | | |
|-----------|-----|---|
| 1:30 p.m. | 1. | Welcome, introductions, and agenda review |
| 1:35 p.m. | 2. | Public comment |
| 1:40 p.m. | 3. | Review and approval of March 2017 PAC meeting summary |
| 1:45 p.m. | 4. | Review and approval of April 2017 BAC meeting summary |
| 1:50 p.m. | 5. | Senate Bill 1 – Caltrans Complete Streets Implementation
Ann Mahaney, Chief, HQ Smart Mobility and Active Transportation Branch |
| 2:15 p.m. | 6. | Bay Bridge Bicycle and Pedestrian Path operating procedures
James Province, D4 Maintenance Toll Bridge Region Manager |
| 2:30 p.m. | 7. | Update on State Route 35 (Skyline Boulevard) bicycle access across the
Highway 1 interchange in Daly City
Sergio Ruiz, Caltrans |
| 2:40 p.m. | 8. | Update on the District 4 Bicycle Plan
Sergio Ruiz, Caltrans |
| 2:50 p.m. | 9. | Status updates on PAC+BAC subcommittees: <ul style="list-style-type: none">• Mode separation of multi-use pathways – Steven Grover, PAC member• Roundabouts – Adam Foster, BAC member• Recommendations for interchanges and intersections – Sergio Ruiz, Caltrans |
| 3:05 p.m. | 10. | 2017 PAC+BAC Work Plans, Project Initiation Document (PID) List
Sergio Ruiz, Caltrans |
| 3:15 p.m. | 11. | Topics for next PAC meeting: September 27, 2017, 10 a.m. - 12 p.m. |
| 3:20 p.m. | 12. | Topics for next BAC meeting: October 18, 2017, 1:30 - 3:30 p.m. |
| 3:25 p.m. | 13. | Announcements and information sharing |



District 4 Pedestrian Advisory Committee (PAC) Meeting
April 5, 2017, 10:00 a.m. to 12:00 p.m.
Draft Meeting Summary

PAC members in attendance:

Carol Levine, Alameda County resident
David Simons, Santa Clara County resident
Leah Greenblat, WCCTAC
Ryan Dodge, Solano Transportation Authority
Steven Grover, Alameda County resident

PAC members who participated via teleconference:

Bjorn Gripenburg, Sonoma County resident
Laurel Ledbetter, Santa Clara Valley Transportation Authority

Non-members who participated in the meeting:

Sean Charles, WMH Corporation

Caltrans staff in attendance:

Sergio Ruiz, Pedestrian and Bicycle Branch Coordinator
Dustin Foster, HQ Smart Mobility and Active Transportation Branch
Roland Au-Yeung, Office of Traffic Safety
Ina Gerhard, Office of Transit and Community Planning
Aprile Smith, Community Planning Branch
Greg Currey, Pedestrian and Bicycle Branch
Dianne Yee, Pedestrian and Bicycle Branch
Cuong Trinh, Pedestrian and Bicycle Branch

The following PAC members were not present:

Patrick Golier, San Francisco Municipal Transportation Authority
Matthew Bomberg, Alameda County Transportation Commission
Marty Martinez, Safe Routes to School National Partnership
Mariana Parreiras, San Francisco Bay Area Rapid Transit District

Agenda Item #1: Welcome and introductions

A quorum was present.

Agenda Item #2: Agenda review

Agenda Item #3: Public comment

No public comments.

Agenda Item #4: Review and approval of January 17, 2017 Joint PAC + BAC Roundabouts meeting summary

Approved.

Agenda Item #5: Review and approval of January 25, 2017 Joint PAC + BAC meeting summary

Approved.

Agenda Item #6: Review and discussion of draft 2017 PAC Work Plan

New work plan item to be added: Recruitment of PAC members. Share the roster and application to existing members, and keep the application open.

Suggestions on the work plan projects matrix:

- Add a column for Dates, or use a calendar format
- Add a column for Priority
- Add a column for Goals or Next Steps, with tracking numbers, to distinguish from Status (history)
- Add a column for Initiation, where the project came from
- Once a project is built, move it to a “Completed” list
 - Include Evaluation, using standard measures of effectiveness
 - Before & after studies – How to measure/count ped/bike use on projects?

Agenda Item #7: Status of pedestrian improvement projects in the State Highway Operation and Improvement Program (SHOPP)

Roland Au-Yeung, D4 Office of Traffic Safety, provided an overview and status update on pedestrian safety improvement projects in the SHOPP.

- Pedestrian Crosswalk Enhancements Project, State Route 82 and 84 in San Mateo County is currently under construction.
- Pedestrian Crosswalk Enhancements Project, State Route 29 in Solano County - construction will begin soon.
- Most of the 015 Program funds for proactive safety improvements is programmed for pedestrian improvements.
- Pedestrian hybrid beacons are new for District 4.
- Sergio Ruiz to obtain updated Project Initiation Document (PID) list to share with PAC.
- Dustin Foster (Caltrans HQ) reviews 2018 PIDs for Complete Streets elements and guidelines for 2010 SHOPP.

Agenda Item #8: Caltrans Pedestrian Safety Monitoring (Pilot) Program – Status of District 4 investigations, by

Roland provided an update on the Pedestrian Safety Monitoring Program for District 4.

- There are 33 HCCLs in District 4. The goal is to reduce to the number of HCCLs.
- Traffic Investigation Report with list of recommendations for each of the 33 location.
- Funding comes from the 010 Program, amended to current SHOPP (2016), so it does not need to wait for a future SHOPP cycle.
- Regarding the High Collision Concentration Locations (HCCLs) methodology, there is an issue if the safety data do not exist. People can make safety complaints through the Maintenance Service Request form online: <https://msr.dot.ca.gov>.

- SWITRS reports do not always check the box for State Highways, so the data might be in the system but does not always get routed to Caltrans.
- The pedestrian exposure model developed by SafeTREC is being used.

Agenda Item #9: Updates on joint PAC + BAC subcommittees:

- Mode separation of multi-use paths
 - Subcommittee members:
 - Steven Grover, PAC, Subcommittee Chair
 - Matt Bomberg, PAC + BAC
 - Bjorn Gripenburg, PAC
 - Carol Levine, PAC
 - Robert Tidmore, BAC
 - Mike Sallaberry, BAC
 - Previous meeting: February 16, 2017
 - Update from Steven in March: “We are currently writing up our notes from the meeting and pulling together various mode separation standards and guidelines for clarification.”
 - Purpose and need of subcommittee:
 - The pedestrian perspective gets lost on path design.
 - SGA staff is working to identify discrepancies in guidelines.
 - Recommendations:
 1. Develop better definitions. Current definitions are confusing. ie. “Shared”, “sharrow”. BOCs and BUCs vs. POCs and PUCs.
 2. DIB 82 – adequate for pedestrian-oriented guidelines or HDM Chapter 1000 includes pedestrian provisions.
 3. HDM – 5 ft unpaved separation for pedestrians and bicyclists, but has no good guidelines.
 - Mixing areas – contains better guidance for pedestrians/motorists but not for pedestrians/bikes.
 - HDM 208.6 – circular reference to DIB 89
- Roundabouts
 - Subcommittee members:
 - Adam Foster, BAC, Subcommittee Chair
 - Patrick Band, BAC
 - David Simons, PAC
 - Leah Greenblat, PAC
 - Sergio Ruiz, Caltrans staff
 - Last update from Adam in February 2017. A meeting has not been scheduled.
 - Caltrans updates – March 3rd Workshop:
 - The workshop was a dry run for a workshop that Headquarters/FHWA would like to do with Caltrans traffic engineers. Many slides were borrowed from the existing presentation on ped/bike safety at roundabouts. They showed the Netherlands and MassDOT examples, and I pointed out the issue of bicyclists continuing in the through movement having to make a sharp turn and then not having sufficient refuge area in which to wait for a gap in the traffic.
 - The FHWA presenter asked about DWS at bike ramps, and mentioned that FHWA guidance says to include them, but Caltrans guidance says not to. We discussed this issue at length and ended with no definitive answer, but with the group generally against their use here.

- Some of the pedestrian treatments mentioned include raised crosswalks and PHBs, as well as pedestrian-scale lighting.
- Updates from Caltrans:
 - The 2014 CA State Highway System (SHS) Roundabout Inventory Report is available on the Caltrans System Planning website:
http://dot.ca.gov/hq/tpp/offices/omsp/system_planning/Final_2014_CA_SHS_Roundabout_Inventory_Report_07082014.pdf
 - The Draft 2016 CA SHS Roundabout Inventory Report, is currently in the review and comments phase. These Roundabout Reports are only for roundabouts on the SHS, not on the local road system.
 - However, our Caltrans Division of Traffic Operations is in the process of developing an inventory for *all* roundabouts, on and off the SHS.

Agenda Item #10: Update on joint PAC + BAC recommendations for pedestrians and bicyclists at intersections and interchanges

No update from HQ. The HQ Smart Mobility and Active Transportation Branch meets regularly with HQ Design and Traffic and can help relay PAC+BAC recommendations.

Agenda Item #11: Update on California State Bicycle & Pedestrian Plan

Sergio gave a brief update on the Plan. The Plan is still in draft form and will be finalized in May 2017.

Agenda Item #12: Topics for next PAC meeting

- Potential topics discussed on Agenda Item #6, 2017 PAC Work Plan
- Joint PAC-BAC meeting - June 28, 2017, 1:30 to 3:30 p.m.
- PAC meeting - September 27, 2017, 10 a.m. to 12 p.m.

Agenda Item #13: Announcements and information sharing

- Sergio provided information on the Community Pedestrian and Bicycle Safety Training Program (CPBST) from UC Berkeley SafeTREC and California Walks:
<https://safetrec.berkeley.edu/programs/cpbst>



District 4 Bicycle Advisory Committee (BAC) Meeting
April 19, 2017 1:30 PM – 3:30 PM
Draft Meeting Summary

BAC members in attendance:

Adam Foster, Contra Costa County resident
Bruce “Ole” Ohlsen, Bike East Bay, Contra Costa County resident
Jean Severinghaus, Marin County resident
Mike Sallaberry, San Francisco Municipal Transportation Agency
Matthew Bomberg, Alameda County Transportation Commission

BAC members who participated via teleconference:

Lauren Ledbetter, Santa Clara Valley Transportation Authority
Emma Shlaes, Silicon Valley Bicycle Coalition

Caltrans staff in attendance:

Sergio Ruiz, Pedestrian and Bicycle Branch Coordinator
Ina Gerhard, Office of Transit and Community Planning
Jack Siau, w,
Aprile Smith, Community Planning Branch
Greg Currey, Pedestrian and Bicycle Branch
Dianne Yee, Pedestrian and Bicycle Branch

The following BAC members were not present:

Andrew (Drew) Hart, Solano Transportation Authority
Bert Hill, San Francisco Bike Coalition
Brad Beck, Contra Costa Transportation Authority
David Hoffman, Marin County Bicycle Coalition
Diana Meehan, Napa Valley Transportation Authority
Eric Anderson, City of Berkeley
Gary Helfrich, Sonoma County Bicycle Coalition
Patrick Band, Napa County Bicycle Coalition
Robert Tidmore, San Francisco Resident
Steve Beroldo, San Francisco Bay Area Rapid Transit District

Agenda Item #1: Welcome and introductions

A quorum was not present – 17 members, 9 are needed to establish a quorum.

Agenda Item #2 Agenda review

Agenda Item #3 Public comment

No comments.

Agenda Item #4: Review and approval of January 17, 2017 Joint PAC + BAC Roundabouts meeting summary and January 25, 2017 Joint PAC + BAC meeting summary

No quorum - approved by members present only.

Agenda Item #5: Review and discussion of draft 2017 BAC Work Plan

- Sergio to include update to DIB 89
- Jean - update on the North-South Greenway project. Sergio will contact the project manager to provide more information.
- Ole - the CCTA project for the CA 4/680 interchange has no planned connection between the Pacheco Transit Center and the EBRPD Canal Trail. The county bike plan supports having the connection, and the city bike plan supports Class IV bikeways in the area.
- Matt - projects that are not being reviewed could be better suited for county BPACs to review.
- SB-760, establishing the Division of Active Transportation at Caltrans, goes to committee in a couple weeks; this could be added to the Policies and Procedures Matrix as a policy to track.
- Jean - identify issues, based on experience, regarding the Caltrans process that present barriers to pedestrian and bicycle travel.

Agenda Item #6: Niles Canyon Medium Term Project – Overview of project elements and active warning system for bicyclists, Jack Siau, Caltrans Project Manager

- Short-term improvements were implemented last summer, include channelizers and sharrows.
- The medium-term improvements will include a rockfall protection system, Stonybrook Bridge replacement, speed feedback signs designed for 45 mph, active warning systems for cyclists that includes push-buttons and beacons in three locations at narrow stretches, and a dynamic warning system with loop detectors as a backup. These improvements will be constructed in late 2019.
- The Alameda Creek Bridge replacement includes adding 8-foot shoulders on the approximately 400-foot length of the bridge and 600 feet on either ends of the bridge. Construction is planned for early 2020.
- The Arroyo de la Laguna Bridge near Sunol will be widened to include 6-foot sidewalk and wider shoulders. Construction is planned for 2021.
 - Matt suggested an 8-foot sidewalk “path” instead of 6-foot sidewalk and 2-foot shoulder. Ole added that this would work well with bicycle ramps.
- Adam suggested using cameras for bicycle detection rather than loop detectors and push-buttons, because they are more reliable. Jack noted that cameras would require more maintenance but that he could look into the matter.
- Mike requested bicycle crash rates.
- Emma requested details on the placement of sharrows and whether signage will be included in the medium-term. Sergio will follow up with the designer and Emma.
- Other suggestions were to add “Pass Bikes 3 FT Min” signs and to tighten the turn radii at the signalized intersection.

Agenda Item #7: Update on California State Bicycle & Pedestrian Plan

- There was discussion on bicycle route and crash data, and whether it would be beneficial to obtain other sources of data, such as from Strava.
- Sergio will forward the Caltrans MileMarker report to BAC when there are bicycle/pedestrian items inside.

Agenda Item #8: Recent and future updates on traffic control devices and design guidance
Bicycle Boxes have interim approval with FHWA, awaiting blanket approval in California.

Agenda Item #9: Updates on joint PAC + BAC subcommittees:

- Mode separation of multi-use paths
- Roundabouts
- Pedestrians and bicyclists at intersections and interchanges

Agenda Item #10: Topics for future meetings:

- Joint PAC + BAC meeting – June 28, 2017, 1:30-3:30 p.m.
 - Update on D4 Bike Plan and process
 - How the survey results will be used
 - Update from the Roundabouts Subcommittee and Mode-Separation Subcommittee
 - BAC Work Plan
 - Add Bay Bridge West Span
 - Add SB-1 and how it will affect future projects
 - Add SB-760
 - Sergio to send PID list prior to the meeting
- BAC meeting – October 18, 2017, 1:30-3:30 p.m.
 - Update on DIB 89
- Other topics to consider:
 - Bike corral parking in District 4
 - 2018 Measure 3R
 - Bike East Bay looking at improved connections to Bay Bridge path
 - Comparison of eBART stations in Antioch and Pittsburg
 - Jean – Tamalpais Drive overcrossing of Highway 101 in Corte Madera

Agenda Item #11: Announcements and information sharing:

- Lauren Ledbetter shared that Santa Clara County voters approved Measure B, which has requirements for complete streets. The complete streets checklist is not yet finalized.



Tap/Click here to go to the full issue.

SB 1: Road Repair & Accountability Act of 2017

At-A-Glance



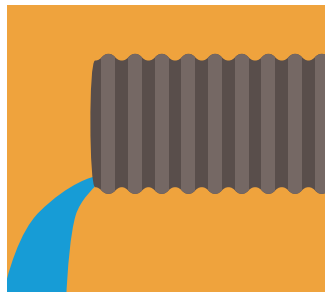
Road Repairs

By 2027, Caltrans will repair or replace:



17,000

Miles of Pavement



55,000

Culverts and Drains



7,700

Signals, Signs and Sensors



500

Bridges



Performance Targets



98%

Pavement in Good/Fair Condition



90%

Traffic Management Systems in Good Condition



90%

Drains/Culverts in Good/Fair Condition



90%

Rating on Pavement Maintenance



Fix

500 Bridges



Additional Transportation Investments*



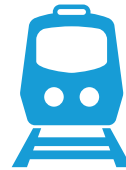
\$2.5 billion

Congestion Relief



\$3 billion

Trade Corridor Improvements



\$7.5 billion

Improved Transit/
Rail Travel



\$1 billion

Pedestrian and Cyclist
Safety Projects

* Over a 10-year period



Revenue

Taxes	Fees	Savings
<p>Gasoline excise tax: +12¢/gallon</p> <p>Diesel excise tax: +20¢/gallon</p> <p>Diesel sales tax: +4%</p> <p><i>(Starting November 2017)</i></p>	<p>Transportation improvement fee: \$25 to \$175 based on vehicle value. <i>(January 2018)</i></p> <p>Zero-emissions fee: \$100/yr. <i>(2020)</i></p>	<p>Caltrans saves \$100 million/year through efficiency measures</p>



Accountability



Inspector General

- » Independent Authority
- » Annual Audit
- » Appointed by Governor



California Transportation Commission

- » Transparent Oversight
- » Public Hearings



Tap/Click here to go to the full issue.

SB 1: Road Repair and Accountability Act of 2017

New Law Overview

California's transportation system is about to undergo an historic era of improvement, and Caltrans will be at the forefront. The passage of the Road Repair and Accountability Act of 2017 provides a new and badly needed infusion of money into the state's vast transportation network that has reached the crisis stage of deterioration.

The new law, created by Senate Bill 1, approved by a two-thirds majority of the Legislature and signed by Gov. Edmund G. Brown Jr. in April, will do much to reverse that decay. It is the most far-reaching and significant transportation funding legislation in decades, projected to raise a total of \$54 billion through 2027, divided equally between state and local governments.

Caltrans will receive the bulk of the \$26 billion state share over the 10-year period. Of that, \$19 billion has been dedicated to the state's most pressing transportation problem – fixing the interlocking system of roads, bridges, culverts, traffic devices, and other critically important components.

The Road Repair and Accountability Act outlines a plan for Caltrans and other transportation agencies to fix and upgrade their systems. It lays down a series of performance measures to gauge progress, and builds in program oversight safeguards and financial accountability. See accompanying stories for more details.

The work will be funded by a combination of higher gas and diesel taxes at the pump, and new road improvement fees assessed on vehicles at the time of registration. This also includes a special fee on zero-emission vehicles (starting in 2020).

The revenue comes at a critical time. Proposition 1B, the transportation bond program approved by California



The Road Repair and Accountability Act is expected to go a long way toward fixing and maintaining the crumbling state highway system.

voters in 2006, is winding down, and most of the \$19.9 billion it raised have been allocated to projects up and down the state.

The new law will more than double that financial commitment to state and local transportation systems, and, unlike Prop. 1B, focuses on rehabilitation and maintenance of existing roads.

Although Caltrans has worked hard to maintain its transportation assets, it hasn't had the resources to keep

up with wear on an aging system used daily by millions of cars and trucks. The toll from last winter's storms, now topping \$1 billion, showed how vulnerable California's state highway network had become, and the future looked grim. According to estimates, the state would fall \$59 billion short of being able to maintain its highway system in adequate condition over the next 10 years had funding remained unchanged.

The law's passage has changed that dire forecast. Instead of staring into a highway funding abyss, Caltrans is now gearing up for an era of improvements. Maintenance crews will be especially active after the new state budget takes effect on July 1, looking to fix immediate problems such as potholes and crumbling roadway concrete, as well as pavement projects for sections of bumpy road. Guidelines for larger projects funded by the State Highway Operation and Protection Program (SHOPP) will be determined by Caltrans and the California Transportation Commission (CTC) in a series of public meetings this summer.

The new law will bring other positive changes. It will require Caltrans and other agencies adopt a more holistic and environmentally sensitive approach to the projects they undertake. Money is being provided to incorporate mitigation measures earlier in the project delivery process, encourage pedestrian and bicycle modes of travel, and make infrastructure improvements to accommodate emerging automotive technologies such as autonomous

Businesses that transport goods and services around the state on smoother and less congested roads should see a bottom line benefit thanks to steadier travel time and less wear on equipment.

cars, or zero-emission vehicle charging stations.

The act also should stabilize transportation funding for the foreseeable future, giving more certainty to project planning and budgeting. Fuel taxes and new fees will be indexed for inflation, and lawmakers restored a previous formula used to calculate fuel excise taxes that should smooth out funding fluctuations.

Improving the condition of the state's road system is expected to provide an overall boost for the state's economy as well. Businesses that transport goods and services around the state on smoother and less congested roads should see a bottom line benefit thanks to steadier travel time and less wear on equipment.

And with 10 years of major road maintenance and projects on the horizon, the Road Repair and Accountability Act of 2017 promises to be a major job-creator. Every \$1 billion spent on infrastructure projects creates more than 13,000 jobs, according to federal government estimates, so the \$54 billion spent over the life of the law is shaping up as a jobs bonanza for the state. **MM**

Allocations

The Road Repair and Accountability Act of 2017 is expected to raise a total of \$54 billion over the next decade to address a daunting backlog of transportation system repairs and upgrades, while ensuring a cleaner and more sustainable travel network for the future.

Caltrans and other state agencies are due to receive roughly half of that amount, \$26 billion. The other half will go to local roads, transit agencies and an expansion of the state's growing network of pedestrian and cycle routes. The money from the new law — passed as Senate Bill 1 — will start flowing when increased fuel taxes take effect Nov. 1.

At the heart of the law is the creation of a Road Maintenance and Rehabilitation Account (RMRA) that embodies Caltrans' "fix it first" philosophy. That account will provide the lion's share of the funding to tackle deferred maintenance needs on the state highway system and the local road system.

Here are the major revenue distributions expected through the RMRA (all amounts are annual):

\$1.5 billion: State Highway Maintenance and Rehabilitation

The goal is to raise 98 percent of California's highway surfaces to either "good" or "fair" condition, and ensure that 90 percent of traffic management systems such as signals, signs and sensors are in working order by 2027.

\$400 million: State Bridge and Culvert Repair/Maintenance

Caltrans maintains more than 13,100 bridges in the state, and has committed to fixing at least 500 of the spans in need during the next 10 years. Culverts are a vital, but largely unseen part of the state highway system, channeling flood water and watercourses beneath roads. Of the estimated 205,000 culverts in California, Caltrans must bring at least 90 percent of them up to good or fair condition — about 55,000 based on department inspections.

\$200 million: State-Local Partnership Program

The money will be used as matching funds for local entities to make their own extra investment in transportation. These funds will support the efforts of cities and counties with voter-approved transportation tax measures.

\$100 million: Active Transportation Program (ATP)

The ATP was originally created by the Legislature to encourage walking and biking. The California Transportation Commission (CTC) now distributes about \$120 million yearly to cities, counties and regional transportation agencies — acting on suggestions from citizens and advocacy groups — to build or convert more bike paths, crosswalks and sidewalks. The extra \$100 million will represent an 83 percent boost in funding for the ATP.

The new law also requires Caltrans to distribute money to other specified transportation-related services. The Freeway Service Patrol that assists stranded motorists on the most congested freeways will see \$25 million more yearly (see accompanying story); \$25 million will go for local planning grants; two state universities will split \$7 million to do transportation-related research;

The goal is to raise 98 percent of California's highway surfaces to either "good" or "fair" condition, and ensure that 90 percent of traffic management systems such as signals, signs and sensors are in working order by 2027.

and \$5 million each year is set aside for workforce training programs.

The Act also creates a pair of major new programs aimed at relieving overstressed parts of the state transportation system. The CTC will be given \$250 million yearly to fund and oversee a Congested Corridors Program, with the goal of providing travelers on crowded highways more transportation choices beyond expanding overall highway capacity.

At the same time, a Trade Corridor Enhancement Program will be established for freight-related transportation projects. The program is scheduled to receive \$300 million annually from increased diesel fuel excise taxes.

In addition, the Road Repair and Accountability Act will fund other existing transportation programs, create new ones, or designate responsibilities that will affect Caltrans:

- Caltrans' State Highway Operation and Protection Program (SHOPP) will receive a one-time infusion of \$225 million as part of a \$706 million repayment for an earlier loan made to the state General Fund during the state's fiscal crisis (\$256 million will go to a rail/transit capital improvement program; \$225 million to cities and counties for local roads, and \$20 million for local use in climate change adaption planning).
- Caltrans will be required to generate \$100 million yearly in efficiency measures that will be applied toward repair and maintenance of the state highway system, and report to the CTC.
- Transit agencies throughout the state are slated to receive about \$775 million in new funding yearly to boost service or capital projects. Depending on the program, the law requires certain transit agencies to submit proposed projects to Caltrans, and undergo performance audits to verify expenditures. **MM**

Source: Caltrans Division of Budgets

Performance Targets

The Road Repair and Accountability Act of 2017 requires Caltrans to show significant improvement in the condition of the state highway system over the next decade, and relies on the federal “good-fair-poor” rating system to measure results.

The new law sets specific performance targets for pavement; culverts; bridges; and the sensors, ramp meters, signals and electronic signs that make up the California’s traffic management system.

For pavement — the highway system’s most-noticeable feature — the law lays out an expectation that no more than 2 percent should be rated poor by 2027. Reaching that goal will require work on an estimated 17,000 lane miles.

For the highway system’s water-channeling culverts, which protect roadbeds from erosion and surrounding areas from flooding, SB-1 requires that by 2027 not less than 90 percent of them be in good or fair condition. Caltrans estimates that will require work on 55,000 culverts.

Similarly, 90 percent of transportation management systems are to be in good or fair condition after 10 years of effort, which is expected to involve installation or repair of 7,700 signals, signs, sensors and cameras.

Determining precisely what work needs to be done and in what order will involve implementation of an As-

set Management System required by state and federal law and will promote efficiency and reduce costs. Caltrans already has begun adopting asset management practices, and is moving toward full implementation by 2020. The 2017 State Highway System Management Plan (SHSMP) — revised to reflect the new resources and performance goals in SB-1, is a significant step toward a complete Asset Management System.

The SHSMP integrates maintenance, rehabilitation and highway operations into a single management plan that meets targets while fully aligning with Caltrans’ Strategic Management Plan. It also takes into account factors such as funding for the Americans with Disabilities Act (ADA), system performance and environmental stewardship. For more on Caltrans’ SHSMP, visit the [December 2016 issue](#) of the *Mile Marker*. **MM**

Source: Michael B. Johnson, State Asset Management Engineer



Caltrans photo by Scott Lorenzo

A Caltrans Maintenance crew repairs pavement on State Route 113 near Davis in Yolo County. The Road Repair and Accountability Act makes Caltrans responsible for upgrading an estimated 17,000 miles of pavement along the state highway system to good or fair condition by 2027.

MTC OVERVIEW OF SB 1 (BEALL AND FRAZIER)

Updated on May 3, 2017

NEW & AUGMENTED FUNDING PROGRAMS

Below is a summary of the funding provided by program and the new revenue sources authorized in Senate Bill 1 (Beall and Frazier).

Road Maintenance and Rehabilitation Program

SB 1 establishes the Road Maintenance and Rehabilitation Program (RMRP) to address deferred maintenance on the state highway and local street and road systems. The California Transportation Commission (CTC) will allocate the funds and is required to develop guidelines by January 1, 2018. The bill provides that funds shall be used for projects that include, but aren't limited to, the following:

- Road maintenance and rehabilitation
- Safety projects
- Railroad grade separations
- Complete street components, including active transportation purposes, pedestrian and bicycle safety projects, transit facilities, and drainage and stormwater capture projects in conjunction with any other allowable project
- Traffic control devices

The RMRP, which would receive approximately \$3.7 billion annually once all new revenue streams take effect, is funded by the newly established Road Maintenance and Rehabilitation Account (RMRA), which receives four sources of new revenue. These revenues would be adjusted by Consumer Price Index (CPI) beginning on July 1, 2020. The four new revenue sources are bulleted below:

- A new 12-cent/gallon gasoline excise tax, effective November 1, 2017.
- Monies remaining from a new vehicle registration surcharge (called a Transportation Improvement Fee) after an inflation-adjusted \$600 million annual set-aside for public transit, intercity/commuter rail and a new Congested Corridors program. These programs are described in more detail on pages 2-5. The vehicle surcharge takes effect on January 1, 2018.
- A new \$100/year zero-emission vehicle registration surcharge, which takes effect on July 1, 2020.
- 50 percent of the 20-cent/gallon diesel excise tax increase, effective November 1, 2017.

RMRP Takedowns

Before program funds are distributed to cities, counties and Caltrans, there are several annual takedowns, which are bulleted below. These do not receive inflationary increases.

- Cost of administration – unspecified
- \$200 million for a self-help counties partnership program limited to counties that have voter-approved dedicated transportation taxes or uniform developer fees dedicated to transportation. Funds would be continuously appropriated to a county and each city within the county for road maintenance and rehabilitation purposes.

- \$100 million for the Active Transportation Program
- \$400 million to Caltrans for bridge and culvert maintenance and rehabilitation
- \$25 million for Freeway Service Patrol
- \$25 million for local planning grants to be administered by Caltrans
- \$5 million for the California Workforce Development Board to assist local agencies to implement policies that promote pre-apprenticeship training programs from FY 2017-18 through FY 2021-22.
- \$7 million for transportation research and workforce training including \$5 million for the University of California and \$2 million for the California State University.

Local Street & Road Funding

SB 1 continuously appropriates 50 percent of the RMRA revenues remaining after the takedowns described above to cities and counties using the same formula that applies to the existing base 18-cent per gallon gasoline excise tax. The bill includes a “maintenance of effort” requirement for local funds contributed to street and road repairs to help ensure that the new funding augments existing budgets for road repairs. Specifically, it requires each city and county to spend no less than the annual average from its general fund during 2009-10 through 2011-12. It also requires that a local jurisdiction submit a detailed list of proposed projects to be funded to the CTC prior to receiving an allocation, but authorizes cities and counties to fund projects outside of that list in accordance with local needs and priorities, so long as they are consistent with the program’s project eligibility provisions. If a city or county can demonstrate that it has attained a pavement condition index of 80 or higher, it may spend the funds on other transportation priorities.

State Highway Maintenance & Rehabilitation

The remaining 50 percent of RMRA revenues are provided to Caltrans for maintenance of the state highway system or for purposes of the State Highway Operations and Protection Program (SHOPP). The bill requires Caltrans to report annually to the CTC on its use of these funds, including detailed project descriptions, and its progress to achieving the performance goals listed in the accompanying memo. In addition, the CTC is required to report annually on the department’s progress and may withhold funds if it determines funding is not being spent appropriately.

Requirements and Policies Applicable to RMRP Funding

SB 1 provides that, to the extent possible and cost effective, Caltrans and local agencies:

- Use materials that reduce the life cycle cost and minimize greenhouse gas (GHG) emissions.
- Accommodate advance automotive technologies, such as charging or fueling for zero-emission vehicles.
- Include features in the project that make it more resilient to climate change risks, such as fire, flood and sea level rise.
- Incorporate complete streets elements that improve the quality of bicycle and pedestrian facilities, where feasible and practicable.

There is also a requirement that by July 1, 2023, Caltrans and local agencies that receive RMRA funds follow new workforce training guidelines developed by the California Workforce Development Board, pursuant to SB 1.

PUBLIC TRANSIT FUNDING

Public Transit Formula Funding

SB 1 provides a significant infusion of funding for public transit, including formula-based and competitive funding. The State Transit Assistance (STA) program, the state's flexible transit funding program which may be used for capital or operating purposes, would be boosted by approximately \$250 million per year from an increase in the diesel sales tax rate of 3.5 percent, though actual revenues will depend on the price of diesel fuel. These funds would augment the existing STA program and would not be subject to additional requirements or conditions. MTC estimates the Bay Area would receive approximately \$70 million more per year in revenue-based STA funds and \$24 million more per year in population-based funds.

Another \$105 million per year would also be distributed using the STA formula but would be limited largely to capital improvements focused on modernizing transit vehicles and facilities. The Bay Area would receive approximately \$39 million per year total from this capital-only component, including \$29 million in revenue-based STA funds and \$10 million more per year in population-based funds. Recipient transit agencies must submit documentation to Caltrans listing proposed projects and detailing expenditures. This would be funded through a \$350 million inflation-adjusted set-aside of revenues generated from the new Transportation Improvement Fee (TIF) – STA would receive 30% of the set-aside and the rest would supplement the competitive Transit and Intercity Rail Capital Program (TIRCP). Finally, the bill provides a one-time TIRCP infusion as well as new funding for intercity and commuter rail, as described below.

Transit and Intercity Rail Capital

SB 1 provides additional one-time and ongoing funding to the TIRCP, a heavily oversubscribed program that is currently reliant upon somewhat unpredictable Cap-and-Trade funds and administered by the California State Transportation Agency (CalSTA). The TIRCP would receive a one-time infusion of at least \$236 million as a result of a General Fund loan repayment as well as an additional \$245 million annually from the TIF starting in FY 2017-18. As above, the amount is set forth in the statute at 70% of \$350 million, but will be adjusted beginning on July 1, 2020 as part of the annual indexing to the CPI.

Intercity and Commuter Rail Funding

The bill boosts funding for intercity rail and commuter rail by dedicating a new 0.5 percent diesel sales tax to this purpose. Similar to the TIRCP, projects would be selected by CalSTA. Funds may be spent for operations or capital. Of the approximately \$37.5 million available each year (actual revenues will depend on diesel prices and sales), funds will be distributed as follows:

- 50 percent to CalSTA for "state-supported intercity rail services." Of that amount, at least 25 percent shall be allocated to each of the state's three intercity rail corridors that provide regularly scheduled intercity rail service (the Capitol Corridor, San Joaquin, Pacific Surfliner routes).
- 50 percent to CalSTA to be allocated to public agencies responsible for commuter rail service. For FY 2018-19 and FY 2019-20, each of the state's five commuter rail agencies (including ACE, Caltrain and SMART) would receive 20 percent. Subsequent to that, CalSTA would allocate funds pursuant to guidelines to be adopted by July 1, 2019. Note that it is not clear how funds would be distributed to commuter rail agencies for FY 2017-18 even though funding will be collected beginning on November 1, 2017.

OTHER PROGRAMS

State Transportation Improvement Program (STIP) Funding

While the bill doesn't include any specific provisions applicable to the STIP, effective July 1, 2019, it boosts funding for the STIP by virtue of eliminating the annual adjustment pegged to the price of fuel for what is known as the "price-based excise tax." Instead, SB 1 sets the rate at 17.3 cents/gallon on July 1, 2019, plus an annual adjustment to keep pace with inflation that will begin in July 1, 2020.¹ This tax is a major source of STIP funding, receiving 44 percent of its revenue after backfilling the SHOPP for the loss of weight fees. Since the existing rate of 9.8 cents/gallon already offsets weight fees, any increase above that is distributed directly according to a 44/44/12 percent formula where the other 44 percent goes to cities and counties for local streets and roads, and the 12 percent goes to Caltrans for highway maintenance and rehabilitation.

While it's impossible to predict exactly how this will affect STIP funding in the future relative to what would have occurred if the rate were pegged to the price of fuel, the Department of Finance estimates a net benefit to the STIP over 10 years of \$1.1 billion, or \$825 million for the Regional Transportation Improvement Program. For the Bay Area, this amounts to approximately \$140 million over 10 years. This estimate may be on the conservative side. If we assume the price-based excise tax would not go above the 11.7 cents/gallon rate in effect on July 1, 2017 then the 17.3 cents/gallon rate amounts to a 5.6 cents/gallon increase – equating to \$840 million more per year statewide, including approximately \$370 million per year in new STIP funding statewide. Note that this increase will not begin until the FY 2019-20 year.

State-Local Partnership Program for "Self-Help" Counties

As noted above, SB 1 authorizes \$200 million per year to be continuously appropriated for a new program for counties that have dedicated transportation funding from uniform developer fees or voter-approved taxes. The program is similar to the State-Local Partnership Program established by Proposition 1B except it is limited to counties, so unfortunately transit agencies with voter-approved taxes are not eligible. Another important difference is that funds are to be distributed to counties and each city within the county and are limited to local road maintenance purposes as set forth in the RMRP program (which does include complete streets elements). The bill requires the CTC to adopt guidelines for the program on or before January 1, 2018.

Bicycle and Pedestrian Access Improvements

In addition to augmenting the Active Transportation Program by \$100 million per year, SB 1 requires that Caltrans update the Highway Design Manual to incorporate the "complete streets" design concept. No other limitations or conditions on the use of funds are included in the bill.

Local Planning Grants

As noted above, the bill provides \$25 million from the RMRA to be available to Caltrans for local planning grants on an annual basis, subject to appropriation. The bill states that the purpose of the grants is to "encourage local and regional planning that furthers state goals as provided in

¹ 17.3 cents/gallon is the rate that was set when the price-based excise tax was established as part of the Gas Tax Swap, replacing the state portion of the sales tax on gasoline (see AB x8-6 (2010), SB 70 (2010) and AB 105 (2011). It was set at this rate so as to be revenue neutral to the sales tax on fuel. The legislation required an annual adjustment to maintain this revenue neutrality and it has caused a steep cut in the rate, currently set at 9.8 cents/gallon but scheduled to rise to 11.7 cents/gallon on July 1, 2017.

the regional transportation guidelines” adopted by the CTC. The bill requires Caltrans to develop a grant guide in consultation with the Air Resources Board, the Governor’s Office of Planning and Research and the Department of Housing and Community Development. In addition, up to \$20 million is available on a one-time basis from FY 2018 through FY 2020 for grants to local and regional agencies for climate change adaptation planning. This is funded from the Public Transportation Account as a result of a General Fund loan repayment.

Congested Corridors Program

The bill establishes a new “Solutions for Congested Corridors Program” and authorizes \$250 million per year for annual appropriation in the budget act from revenue generated by the TIF. The program, to be administered by the California Transportation Commission (CTC), focuses on multi-modal solutions to the most congested corridors in the state and takes a performance-based approach. To qualify for funding a project must be included in a “comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects.”

Eligible projects for this new program include improvements to state highways, public transit facilities, local streets and roads, bicycle and pedestrian facilities, and restoration or preservation work that protects critical local habitat or open space. Highway capacity expansion projects are not eligible, with the exception of high-occupancy vehicle lanes (HOV) and high-occupancy toll (HOT) lanes or non-general purpose lane improvements designed primarily to improve safety for all modes of travel, such as auxiliary lanes, truck-climbing lanes or dedicated bicycle lanes.

The bill requires the CTC to score each project on the following criteria:

- Safety
- Congestion
- Accessibility
- Economic development and job creation and retention
- Furtherance of state and federal air quality and GHG reduction
- Efficient land use
- Matching funds
- Project deliverability

Either Caltrans or agencies responsible for developing the Regional Transportation Improvement Program (RTIP) (MTC in the Bay Area) can nominate projects, but a maximum of 50 percent can be awarded to projects nominated *only* by Caltrans. With respect to how projects will be scored, the bill emphasizes that preference will be given to projects that are developed as a result of collaboration between Caltrans and regional or local agencies “that reflect a comprehensive approach to addressing congestion and quality-of-life issues within the affected corridor through investment in transportation and related environmental solutions.”

As for the mechanics of the program, the CTC is required to develop guidelines for the program in consultation with the Air Resources Board and after conducting at least one hearing in northern California and one hearing in southern California. CTC is also required to provide draft guidelines to the Joint Legislative Budget Committee and the transportation policy committees in

each house and adopt the guidelines no sooner than 30 days after that submission to the Legislature. The bill requires the CTC to adopt an initial program based on the first appropriation of funds, but such program may cover a multiyear programming period. Subsequently, the program shall be adopted on a biennial basis. Beginning in March 2019, the CTC is required to provide project updates in its annual report to the Legislature, including an assessment of how each project is performing relative to the quantitative and qualitative measurements outlined in its application.

Trade Corridors

SB 1 creates a new Trade Corridor Enhancement Account, and allocates to this account 50 percent of the diesel excise tax increase, or approximately \$300 million annually. In an unusual move, the bill provides the Legislature with full discretion over project selection for this program specifying only that funds shall be available for “corridor-based freight projects nominated by local agencies and the state.”

Advance Mitigation

SB 1 requires \$30 million to be set aside annually from FY 2017 through FY 2020 from funding appropriated for the STIP and the SHOPP for an Advance Mitigation Program to protect natural resources through project mitigation, accelerate project delivery and to fully mitigate environmental impacts of transportation projects. The bill provides that the annual budget act or subsequent legislation may provide additional provisions for the program.

Job Training/Contracting Provisions

SB 1 requires that Caltrans develop a plan by January 1, 2020 to increase by up to 100 percent the dollar value of contracts and procurements awarded to small business, disadvantaged business enterprises, and disabled veteran business enterprises. In addition, the bill requires the Legislature appropriate \$5 million per year for five years starting in FY 2017-18 to the California Workforce Development Board to assist local agencies with promoting pre-apprenticeship programs. As noted above, SB 1 also requires Caltrans and cities and counties receiving funding from the RMRA follow guidelines to be developed by the California Workforce Development Board regarding pre-apprenticeship training programs no later than January 1, 2023.

EFFICIENCY, ACCOUNTABILITY & OTHER RELATED PROVISIONS

New Caltrans Audit Office Established

The bill requires the creation of an Independent Office of Audits and Investigations within Caltrans. The director of the office, whose title would be inspector general, would be appointed for a six-year term by the Governor and confirmed by the Senate, with significant restrictions and transparency required for his/her removal from office. The office would be responsible for ensuring compliance by Caltrans and all entities receiving state and federal transportation funds with state and federal requirements and ensuring Caltrans follows accounting standards and practices and manages its programs in a financially responsible manner. The inspector general shall be required to report annually on any audit or investigation findings and recommendations.

Capital Outlay Support and SHOPP Oversight Strengthened

The bill adds additional transparency requirements with respect to Caltrans support funding for projects in the State Highway Operation & Protection Program (SHOPP), requiring that such costs be identified up front for every SHOPP project by project phase and a delivery date for each project phase, including “project approval,” be provided. In addition, starting July 1, 2017,

the bill requires that the CTC allocate the department's capital outlay support (COS) resources by project phase to provide greater transparency in the development of the Caltrans budget.

Caltrans is Required to Implement Efficiency Measures

The bill requires Caltrans to implement efficiency measures with goal of saving \$100 million/year in savings to invest in maintenance and rehabilitation of the state highway system. No specific efficiency measures are suggested in the bill.

OVERVIEW OF REVENUE INCREASES

Funding Source	Estimate of 10-Year Revenue (in 1,000s)
12-cent per gallon gas tax	\$24,400,000
Vehicle Registration Surcharge (Transportation Improvement Fee)	\$16,300,000
20-cent/gallon diesel excise tax	\$7,300,000
4% increase in diesel sales tax	\$3,500,000
\$100 zero emission vehicle fee	\$200,000
General Fund loan repayments	\$706,000

Gasoline and Diesel Fuel Tax Increases

SB 1 increases the fuel tax on gasoline by 12-cents per gallon and the diesel excise tax by 20-cents per gallon effective November 1, 2017. In addition, the bill eliminates the variable portion of the gasoline excise tax, which is currently set at 9.8-cents per gallon, but is scheduled to rise to 11.7-cents per gallon on July 1, 2017 due to the statutorily required adjustments that the Board of Equalization makes each year based on the price of fuel. On July 1, 2019, the bill restores the portion of the gas tax to 17.3-cent per gallon rate that was in effect when the gasoline tax swap was enacted in 2010. Given the Board of Equalization forecasts an increase in gasoline prices over the next several years, establishing a rate of 17.3-cent per gallon on July 1, 2019 may in fact not constitute an increase at all. Effective July 1, 2020, all fuel taxes will be indexed annually each July by the Department of Finance based on the California Consumer Price Index.

New Annual Vehicle Registration Surcharge

Section 31 of the bill creates a new annual Transportation Improvement Fee (TIF), based on the value of the vehicle, as shown below, which would go into effect on January 1, 2018.

Vehicle's Value	Amount of Fee
\$0-\$4,999	\$25
\$5,000-\$24,999	\$50
\$25,000-\$34,999	\$100
\$35,000-\$59,999	\$150
\$60,000 +	\$175

Commercial vehicles weighing more than 10,000 pounds would be exempt from the tax. Effective January 1, 2020 and annually thereafter, the fee would be indexed annually by the Department of Finance based on the Consumer Price Index. The new fee is estimated to generate \$16.3 billion over ten years, with \$350 million annually dedicated to public transit and TIRCP, \$250 million set-aside for the new Congested Corridor Program and the remaining revenues allocated to the new RMRA account.

Diesel Sales Tax

SB 1 increases the diesel sales tax rate by an additional 4 percent, bringing it to a total of 13 percent. The new funds would be deposited in the Public Transportation Account. Of this 4 percent rate, 3.5 percent is for the State Transit Assistance (STA) program, while 0.5 percent is for the new Intercity and Commuter Rail program.

OTHER PROVISIONS AND RELATED LEGISLATION

Zero-Emission Vehicle Registration Surcharge

SB 1 includes a \$100 vehicle registration surcharge applicable to zero-emission motor vehicles model year 2020 and later vehicle that takes effect on July 1, 2020. The charge is indexed to inflation with the first adjustment scheduled for January 1, 2021 and subsequent adjustments to be made every January 1 thereafter. The charge is estimated to generate about \$20 million per year.

Truck Emissions

SB 1 includes a provision that limits the State Air Resources Board (ARB) from requiring truck owners to retire or retrofit trucks that meet existing ARB emissions standards (by 2023, all trucks must have 2010 model year engines or equivalent) before they are 13 years old or reach 800,000 miles. According to the California Trucking Association, this will ensure truck owners have time to recoup their investment in more efficient technology before being faced with a newer, stricter mandate. Environmental and health advocates raised concerns that the provision was overly broad and would prevent regulators from developing other air quality rules, such as capping emissions at warehouses and ports. In response, SB 1 was amended to clarify that the provision is not intended to undermine regional efforts. Though ARB expressed support for the deal, it was not sufficient to alleviate the aforementioned concerns and a number of groups opposed the bill.

Related Legislation

In parallel to the negotiations on SB 1 to secure two-thirds support, several other bills were enacted including, SB 132, a budget trailer bill and SB 496. SB 132 includes several very large earmarks, notably:

- \$427 million for the Riverside County Transportation Efficiency Corridor for five specific projects, including grade separation projects, bridge widening, an interchange and the 91 Toll Connector to Interstate 15 North
- \$400 million for the extension of the Altamont Commuter Express to Ceres and Merced from the TIRCP
- \$100 million for the University of California, Merced Campus Parkway Project from the State Highway Account

In addition, SB 496 (Canella) was also enacted as part of the overall package of bills. It provides that with respect to all contracts for design services entered into after January 1, 2018, indemnity

agreements are unenforceable, except under certain circumstances. The bill is similar – though not identical – to SB 885 (Wolk, 2016), which MTC opposed last year and which did not ultimately reach the Governor’s desk.

SB1 Program Matrix | May 2017

Program	Annual Statewide Funding (FY 2018–19)	Expected Bay Area Funding (FY 2018–19)	Directing Agency	Distribution Basis (or "Competitive")	Revenue Source	Indexed to CPI	Effective Date(s)
Road Maintenance and Rehabilitation Account (RMRA)					12-cent/gallon gasoline excise tax	Y	1-Nov-17
					Transportation Improvement Fee (TIF) (vehicle registration charge)	Y	1-Jan-18
					\$100/year zero-emission vehicle registration charge	Y	1-Jul-20
					20-cent/gallon diesel excise tax increase	Y	1-Nov-17
Local Streets and Roads (LSR)							
Annual LSR	\$1,100	\$218	locals/CTC (jurisdictions must submit a project list to CTC)	LSR formula (SHC Section 2103 (a)(3)(C))	RMRA	Y	See RMRA "Effective Dates."
One-Time Infusion	\$75	\$14	locals	LSR formula (SHC Section 2103 (a)(3)(C))	General Fund (GF) loan repayment		See *
State Highway Maintenance and Rehabilitation							
Annual State Highway Maintenance and SHOPP	\$1,100	TBD	Caltrans	Not specified, but funds will be used by Caltrans for maintenance of the state highway system or for purposes of the state highway operation and protection program.	RMRA	Y	See RMRA “Effective Dates.”
One-Time Infusion	\$75	TBD	Caltrans	SHOPP	GF loan repayment	N	See *
Caltrans Bridge and Culvert	\$400	TBD	Caltrans	Not specified, but funds will be used by Caltrans for state highway bridge and culvert maintenance.	RMRA takedown	N	See RMRA "Effective Dates."
Advance Mitigation	\$30	TBD	Caltrans	n/a	Caltrans set aside	N	FY 2017–18
STIP**							
RTIP	\$77	\$13	Caltrans	STIP formula	17.3 cent/gallon gas tax reset	Y	1-Jul-19
ITIP	\$26	TBD	Caltrans	Caltrans	17.3 cent/gallon gas tax reset	Y	1-Jul-19
Public Transit Formula							
STA	\$250	\$94	Transit Agencies/RTPAs	STA population- and revenue-based formulas (PUC Section 99313 and 99314)	3.5 percent diesel sales tax increase	N	1-Nov-17
STA Revenue-Based		\$70					
STA Population-Based		\$24					
STA Capital	\$105	\$39	Caltrans (prior to receiving an apportionment, a recipient transit agency must submit a detailed list of proposed projects to Caltrans, after which the department shall certify the transit agency's eligibility to the Controller)	STA population- and revenue-based formulas (PUC Section 99313 and 99314)	TIF takedown	Y	FY 2017–18
STA Revenue-Based		\$29					
STA Population-Based		\$10					
Transit and Intercity Rail							
Annual TIRCP	\$245	TBD	CalSTA	Competitive	TIF takedown	Y	FY 2017–18
One-Time Infusion	\$79	TBD	CalSTA	Competitive	GF loan repayment	N	See *
Intercity and Commuter Rail							
State-Supported Intercity Rail	\$19	TBD	CalSTA	Each of the state's three intercity rail corridors will receive a minimum of 25 percent of these funds. CalSTA will adopt guidelines to govern the administration of the funds.	0.5 percent diesel sales tax	N	1-Nov-17
Commuter Rail	\$19	\$11.3	CalSTA	Each of the state's five commuter rail corridors shall receive 20 percent of the funds through FY 2019–20. Commencing on July 1, 2020, the funds will be allocated based on guidelines and a distribution formula adopted by CalSTA.	0.5 percent diesel sales tax	N	1-Nov-17
Other Programs							
Trade Corridors	\$280	TBD	Legislature	Competitive (earmarked)	20-cent/gallon diesel excise tax increase	Y	1-Nov-17
Solutions for Congested Corridors	\$250	TBD	CTC	Competitive. CTC, in consultation with ARB, shall adopt program guidelines. The commission shall allocate no more than one-half of the funds available each year to projects nominated exclusively by the department. Preference shall be given to corridor plans that demonstrate collaboration between the department and local or regional partners.	TIF takedown	N	FY 2017–18
S/L Partnership for Self-Help	\$200	TBD	CTC	CTC, in consultation with Caltrans, transportation planning agencies, county transportation commissions, and other local agencies, shall develop guidelines on the allocation of funds no later than January 1, 2018.	RMRA takedown	N	See RMRA “Effective Dates.”
Active Transportation Program (ATP)	\$100	TBD	CTC	ATP distribution (SHC Section 2381)	RMRA takedown	N	See RMRA “Effective Dates.”
Freeway Service Patrol (FSP)	\$25	\$5.7	SAFE agencies/CHP/Caltrans	Not specified. Funding will potentially flow through existing FSP formula, which was used to estimate the "Expected Bay Area Annual Amount."	RMRA takedown	N	See RMRA “Effective Dates.”
Local Planning Grants	\$25	TBD	Caltrans	Competitive. Caltrans to develop guidelines in consultation with ARB, OPR, and HCD.	RMRA takedown	N	See RMRA “Effective Dates.”
Resiliency Planning Grant (One-Time)	\$6.6	TBD	Caltrans (not specified, but funds are transferred to the Public Transportation Account)	Not specified	GF loan repayment	N	See *
Workforce Development Local Assistance	\$5	TBD	California Workforce Development Board	Not specified	RMRA takedown	N	See RMRA “Effective Dates.”
Transportation Research	\$7	TBD	UC and CSU with legislative oversight	\$5 million/year to the University of California and \$2 million/year to the California State University	RMRA takedown	N	See RMRA “Effective Dates.”

Metropolitan Transportation Commission | May 2, 2017

* **GF loan repayment** shall be complete no later than June 30, 2020. The repayments will be made in equal installments over three years.

** STIP funding estimate is based on SB1 summary materials released by the Brown administration. MTC forecasts suggest the Bay Area could receive over \$200 million in 2018 STIP and future STIP cycles.

For more information, please contact
Theresa Romell (TRomell@mtc.ca.gov) or Bill Bacon (wbacon@mtc.ca.gov)

BICYCLE AND PEDESTRIAN PATH

<http://baybridgeinfo.org/path>, June 2017



****BICYCLE PATH HOURS:** Starting on May 2 at noon, the Bay Bridge East Span bicycle/pedestrian path across the bridge will be open on weekdays in addition to weekends and holidays from 6 a.m. to 8 p.m. Hours will be extended to 6 a.m. to 9 p.m. beginning Friday, May 26. Check Twitter (@BayBridgeInfo) for the latest information.

****** ([See Bridge Path Calendar](#))

For the first time in history, pedestrians and cyclists have the chance to travel across the new East Span of the San Francisco - Oakland Bay Bridge. Two-thirds of the Bay Bridge Trail opened to the public in September of 2013, allowing visitors to traverse just past the span's 525-foot signature tower, and the final segment of the path opened on October 23, 2016, giving the public access to the entire 2.2-mile-path between Oakland and Yerba Buena Island.

To ensure user safety, the 15.5-foot-wide path has one lane in each direction for bicyclists and an outside lane designated for walkers. The bike and pedestrian path is named after the late East Bay Bicycle Coalition founder and Bay Bridge Trail advocate, Alex Zuckermann. A plaque bearing his name is located on the trail.

PATHWAY HOURS AND PERIODIC CLOSURES

From March 12 to May 25, 2017, the pathway on the San Francisco-Oakland Bay Bridge will be open (on weekends and holidays through the end of April, and on weekdays from May 3) from 6 a.m. until 8 p.m. The trail from the Shellmound Street trailhead and past Caltrans' Bridge Yard building to the path gate at the Oakland landing is open 24/7.

Segments of the bike and pedestrian path are subject to periodic closures so crews can safely complete remaining construction activities. There is a gate at the Oakland Touchdown (see Bay Bridge Trail map) that may occasionally be closed while demolition activities are in progress. Please check this site or Twitter ([@BayBridgeInfo](#)) for the most up-to-date information.

Beginning May 25, 2017, the bridge path's hours will be extended to 6 a.m. to 9 p.m.

ACCESS

Three access points provide a direct route to the bicycle and pedestrian path: One at Shellmound Street in Emeryville, just outside the IKEA store; a second at the historic Bridge Yard building at 210 Burma Road in Oakland; and a third on Yerba Buena Island, where the bridge and path makes their landing.

Currently, there is no parking near the landing on Yerba Buena Island, however the San Francisco County Transportation Authority is providing a free shuttle on weekends and holidays for cyclists and pedestrians every 30 minutes on the hour and half hour from the landing on Yerba Buena Island to parking on Treasure Island ([Shuttle Information](#)).

In addition, there is also an AC Transit eastbound transbay bus stop at the Bay Bridge toll plaza. (NOTE: This stop provides eastbound service only -- there is no westbound service from this location). For information about getting to the trailheads by car, public transit, or bicycle, [please visit 511.org](http://511.org).

PARKING & FACILITIES

Limited five-hour parking is available at a Bay Bridge Trail parking lot at Caltrans' historic Bridge Yard building at 210 Burma Road, Oakland. Directions are as followed: from Maritime Road follow the orange construction signs that read "Bay Bridge Trail Parking Lot" for approximately ½ mile down the winding Burma Road. Make a right where directed and continue to follow the signage to enter the parking lot. The signs lead drivers to the new temporary Bay Bridge Trail Parking lot.

The city of San Francisco has a parking lot on Treasure Island with a weekend bicycle shuttle to the Yerba Buena Island landing of the Bay Bridge ([Shuttle Information](#)).

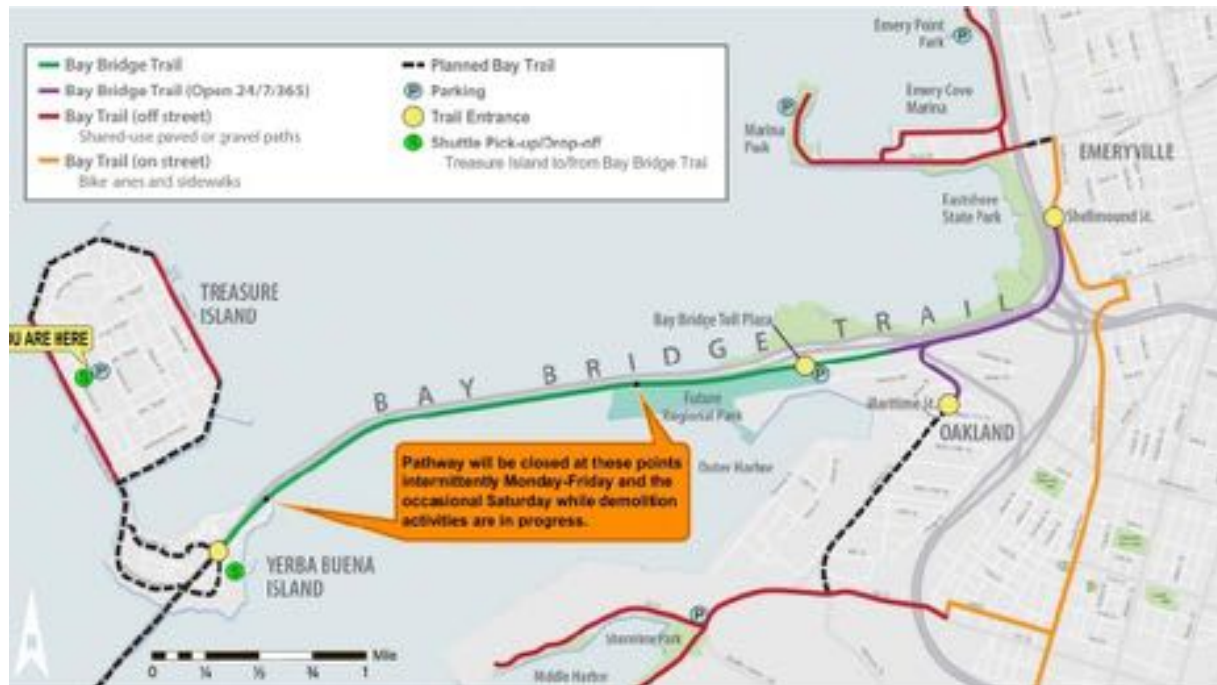
Trash cans and restrooms are available along the trail prior to reaching the bridge. At the Yerba Buena Island Vista Point, restrooms and drink water are available. Please plan accordingly by ensuring that you are adequately prepared.

ONGOING CONSTRUCTION

Long-term construction is on-going in the vicinity of the Maritime St./Burma Rd. in Oakland, and on Yerba Buena Island.

On the Oakland side, the construction activities are part of the City of Oakland's and the Port of Oakland's redevelopment of the old Oakland Army Base. At the conclusion of these construction activities, a new Burma Rd will be constructed with permanent bicycle/pedestrian access to the Bay Bridge Trail. If you have any questions regarding this project, please contact Architectural Dimensions at (510) 463-8300.

On Yerba Buena Island, cyclists and pedestrians should use caution, as there are no sidewalks or dedicated bike lanes from the landing to Treasure Island due to ongoing construction. Construction and roadwork by the San Francisco County Transportation Authority and Treasure Island Development Association will be ongoing for the next several years. Caltrans reminds motorists and cyclists to be mindful of each other and share the road.



Excerpt from District 4 Bicycle Plan Round 1 Community Workshop:

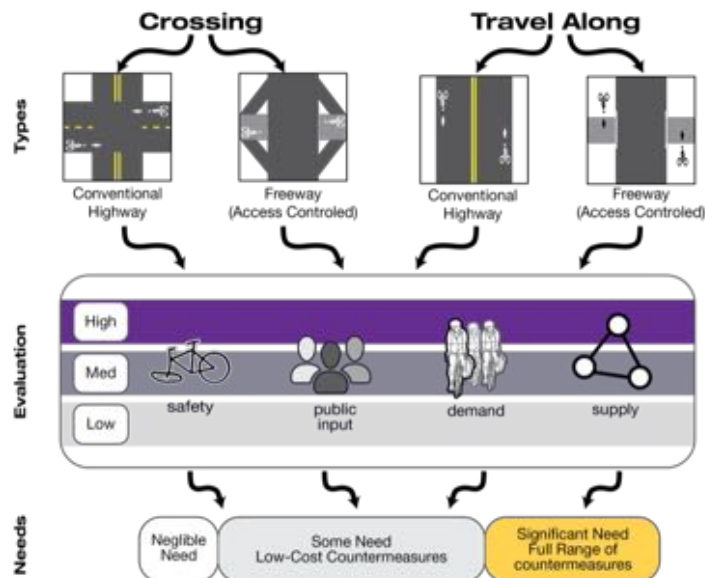
Needs Analysis Approach

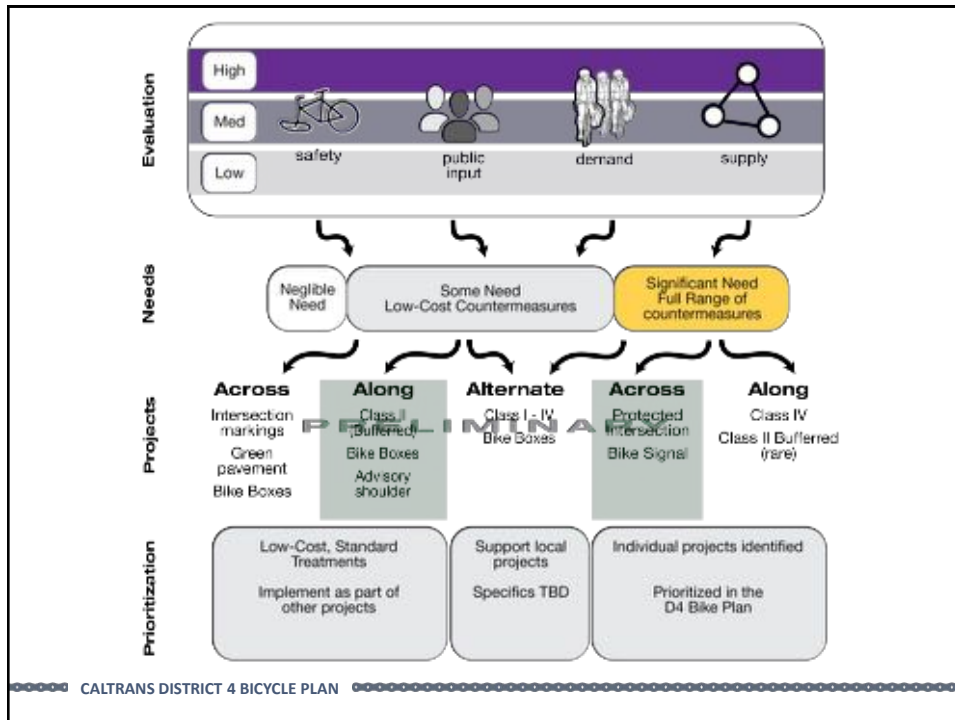
Goals

- Identify where the state transportation network serves bicyclists
- Identify how the state transportation network complements local and regional networks
- Prioritize needs on and across the state network

CALTRANS DISTRICT 4 BICYCLE PLAN

Needs Analysis Approach





Collision Analysis



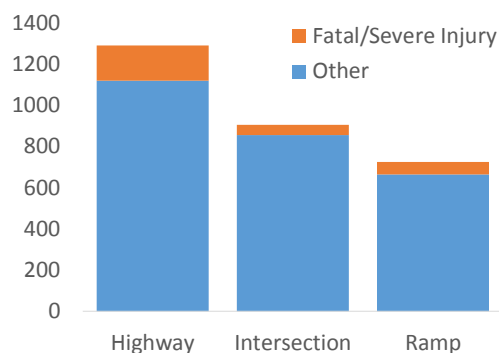
safety

Overview of Approach

- Where have crashes occurred in the past?
- Also consider where physical conditions may make collisions more likely

Data Sources

- State collision data
- State data on street and road characteristics



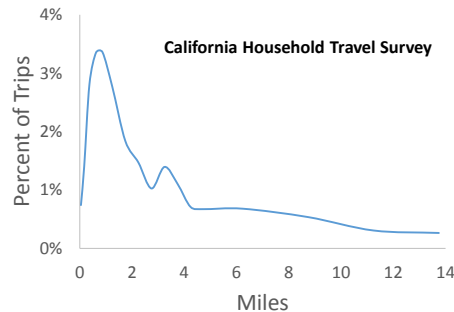
Demand



demand

Overview of Approach

- Use best available information about travel patterns in the Bay Area
- Where are there shorter trips that could be made by bicycle?



Data Sources

- Metropolitan Transportation Commission origin-destination estimates

CALTRANS DISTRICT 4 BICYCLE PLAN

Supply/Connectivity



supply

Overview of Approach

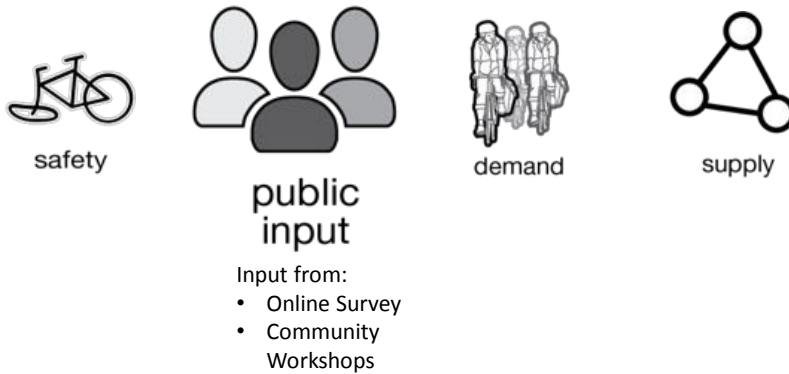
- Classify state network based on Level of Traffic Stress (LTS)
- LTS is the perceived comfort/risk associated with riding in or adjacent to traffic

Data Sources

- Caltrans state highway database
- District 4 map of existing bicycle facilities and alternate routes
- Open Street Map (for crossing opportunities)
- Local network data (partial use)

CALTRANS DISTRICT 4 BICYCLE PLAN

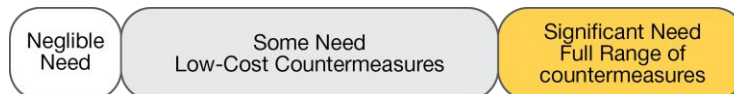
Technical Analysis + Public Input



CALTRANS DISTRICT 4 BICYCLE PLAN

What's Next?

Start to sort needs into three broad groups

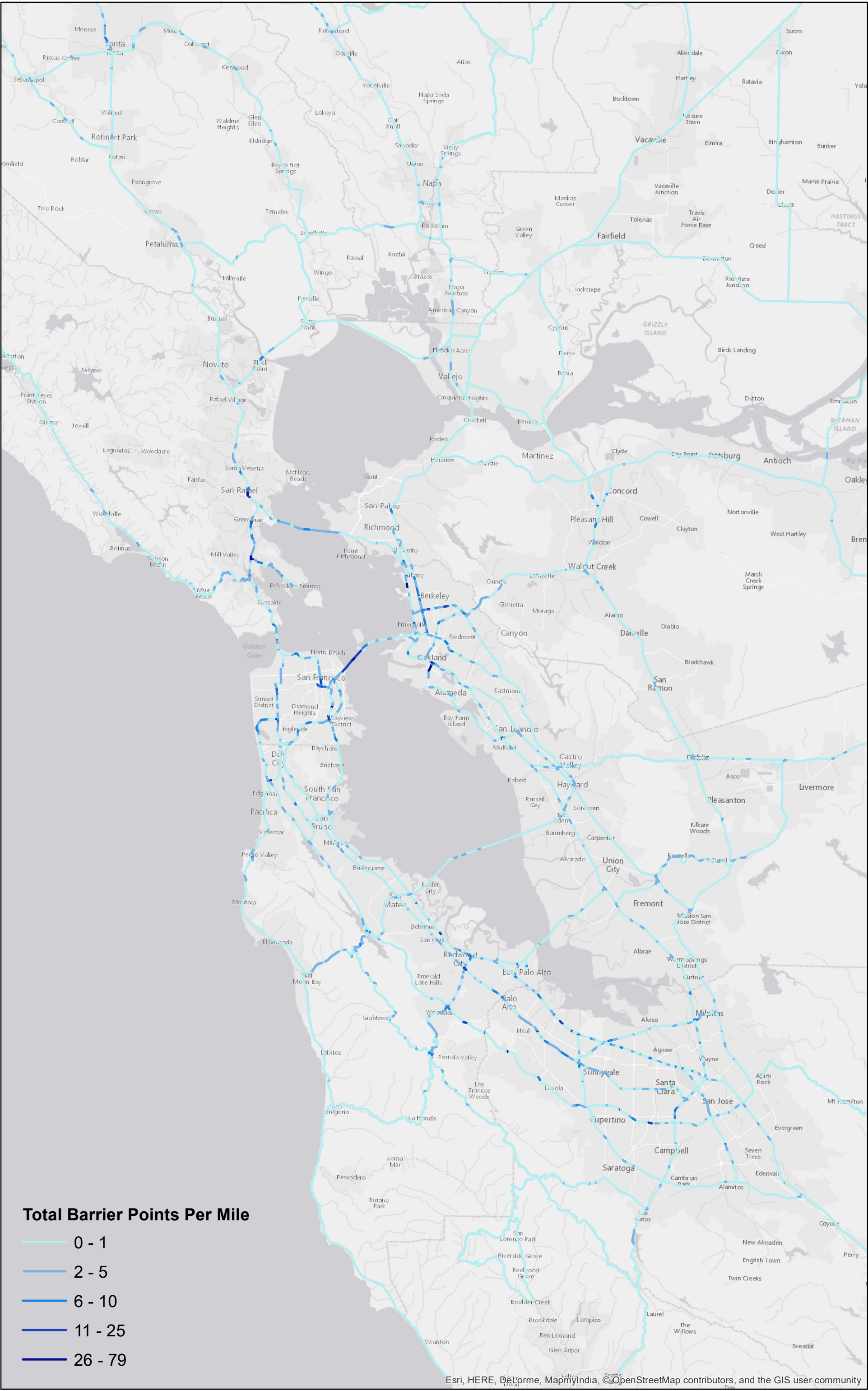


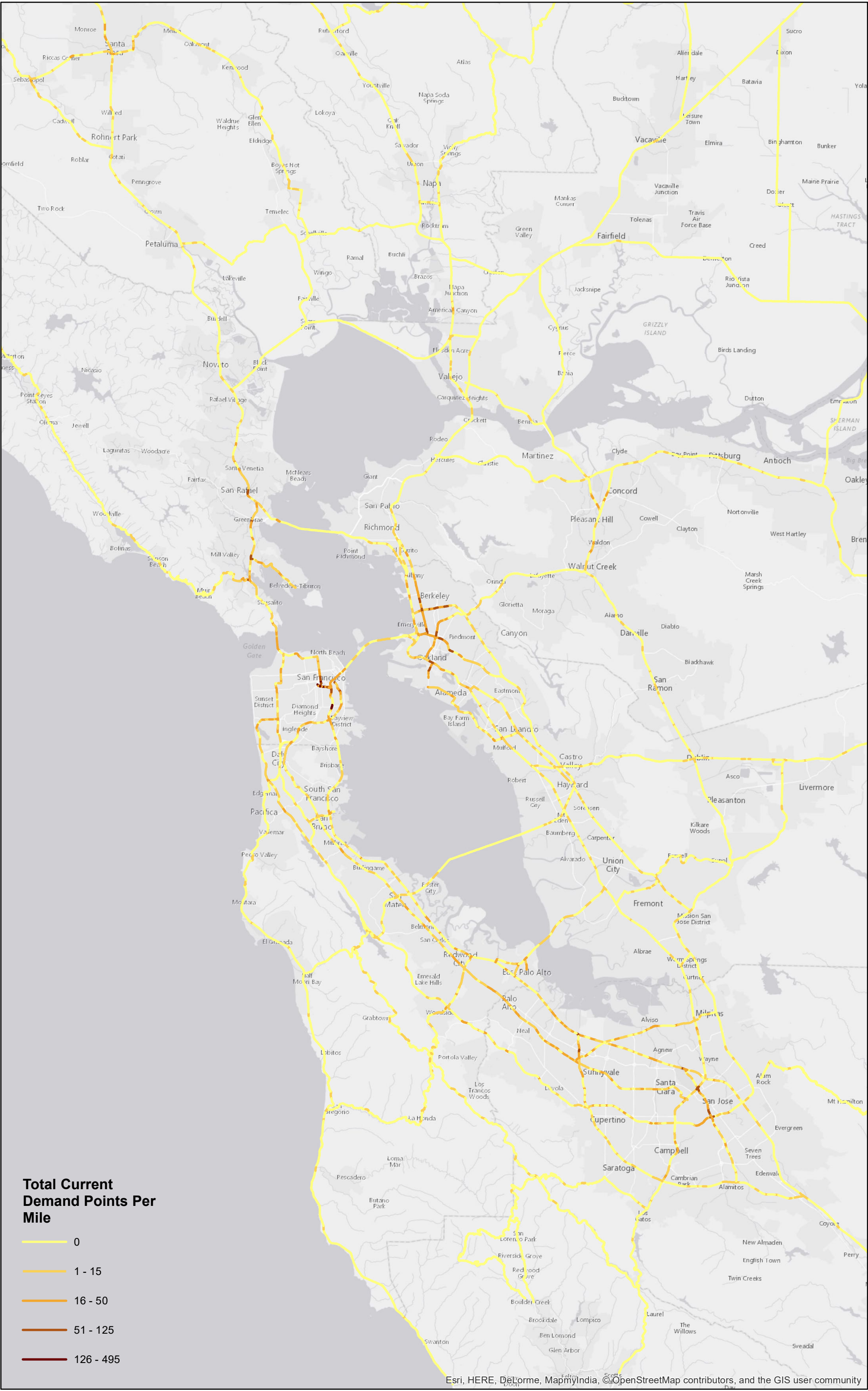
Define potential improvements

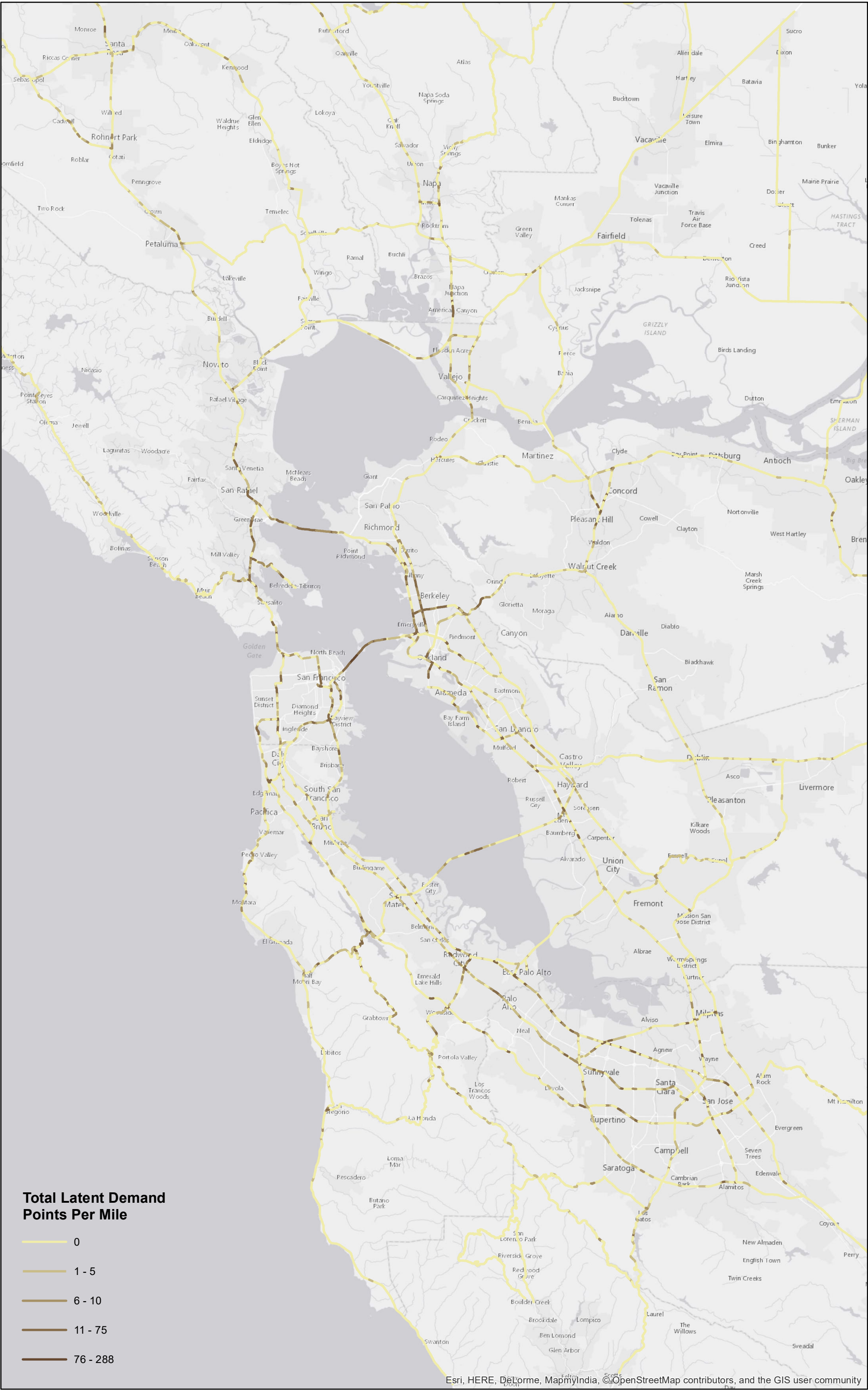
Prioritize improvements based on

- Existing factors
- Equity
- Geographic distribution

CALTRANS DISTRICT 4 BICYCLE PLAN







Reference Number	County	Route	Begin Postmile	End Postmile	Location	Purpose & Need	Improvement Description	SHOPP Program Category	Project Sponsor	Implementing Agency	PID Status
1	ALA	13	6.5	7.5	Near Montclair, Oakland	Improve safety & reduce accidents	Install concrete barrier between SB SR-13 and the frontage road Monterrey Blvd.	Collision Reduction	Caltrans	Caltrans	Active
2	ALA	80	4.50	R7.61	Berkeley Bayshore	To enhance night time visibility and upgrade median barrier	To install median concrete barrier type G and median lighting from I-80/Rte. 13 in Berkeley to 0.4 mile north to Buchanan St. in Albany	Collision Reduction	Caltrans	Caltrans	Complete
3	ALA	84	R0.73	R3.06	Dumbarton Bridge, east landing	Improve safety & reduce accidents	Install outer separation barriers	Collision Reduction	Caltrans	Caltrans	Complete
4	ALA	680	R15.25	R15.25	Sunol Boulevard, Pleasanton	Improve safety & reduce accidents	Left channelization with signalization	Collision Reduction	Caltrans	Caltrans	Proposed
5	ALA	880	20.9	20.9	Washington Ave, San Leandro	Improve safety & reduce accidents	Re-construct ramp & install traffic signals	Collision Reduction	Caltrans	Caltrans	Complete
6	ALA	880	27.1	27.3	Oakland East Creek Slough	Improve safety & reduce accidents	Install outer separation barriers on SB I-880 between PM 27.10 and PM 27.32	Collision Reduction	Caltrans	Caltrans	Active
7	ALA	580 205	0.0 L0.0	R8.0 1.0	Altamont Pass	Improve safety & reduce accidents	Safety lighting	Collision Reduction	Caltrans	Caltrans	Active
8	ALA	61 92 123 185	19.02 7.7 0.47 0.4	21.0 7.9 5.08 5.57	Various	Improve pedestrian safety	Install vehicle speed feedback signs (VSFSs)	Collision Reduction	Caltrans	Caltrans	Active
9	ALA CC	80	R7.6 0.0	8.0 13.7	I-80 through Contra Costa	Improve safety & reduce accidents	In Alameda and Contra Costa Counties, on Route 80, from 0.4 mile west of county Line to the approach of Carquinez Bridge - Install LED lights, and upgrade median barrier.	Collision Reduction	Caltrans	Caltrans	Active
10	ALA ALA CC	SB 880 EB 80 NB 680	28.98 5.88 16.9	29.12 6.36 17.1	23rd Ave-Estuary/ University Ave N Berkeley/Contra Costa Centre	Improve safety & reduce accidents	Install outer separation barriers	Collision Reduction	Caltrans	Caltrans	Active
11	CC	4	0.0 R2.5	R11.2 R9.5	I-80 IC to Glacier Dr, Martinez	Improve safety & reduce accidents	Install shoulder rumble strips and high friction surface treatment (HFST) Install freeway safety lighting	Collision Reduction	Caltrans	Caltrans	Active
12	CC	680	R13.9	22.70	Walnut Creek to Pacheco Blvd	Enhance night-time visibility and minimize glare	Install lighting along the median and upgrade median barrier	Collision Reduction	Caltrans	Caltrans	Complete
13	NAP SON SON SON	128 12 101 116 121	Various	Various	Various	Improve safety & reduce accidents	High friction road surface treatment	Collision Reduction	Caltrans	Caltrans	Complete
14	SCL	17	0.00	6.55	Los Gatos to SCL County line	Safety Improvements	Install edge line strips, lighting and enhanced wet-night visibility striping, HSFT, overhead warning signs with beacons in selected locations	Collision Reduction	Caltrans	Caltrans	Active
15	SCL	35	14.1	17.121	Skyline Blvd, north of Hwy 9	Improve safety & reduce accidents	Install signs, wet-night/high-visibility striping, "optical bar" pavement markings, and "crown cookie" centerline rumble strip	Collision Reduction	Caltrans	Caltrans	Proposed

Reference Number	County	Route	Begin Postmile	End Postmile	Location	Purpose & Need	Improvement Description	SHOPP Program Category	Project Sponsor	Implementing Agency	PID Status
16	SCL	101	R9.0	R16.7	San Martin/Morgan Hill	Safety Improvement	Install edge line and shoulder rumble strips, and enhanced wet-night visibility striping	Collision Reduction	Caltrans	Caltrans	Complete
17	SCL	152	R21.80	R35.16	Pacheco Pass	Safety Improvement	Install median concrete barrier on Route 152 and 237 in Santa Clara County	Collision Reduction	Caltrans	Caltrans	Complete
18	SCL	280	11.29	11.29	Foothill Expy	Improve safety & reduce accidents	Modify signal and install concrete barriers at Foothill off-ramp	Collision Reduction	Caltrans	Caltrans	Complete
19	SCL	280	18.2	18.6	Page Mill Road	Improve safety & reduce accidents	Install signal in the Town of Los Altos Hills, at the southbound Route 280 Off-Ramp/Page Mill Road/Arastradero Road Intersection	Collision Reduction	Caltrans	Caltrans	Complete
20	SF	35	1.26	1.26	Skyline Blvd and Great Hwy Extension	Improve safety & reduce accidents	Install a new signal system and construct ADA improvements	Collision Reduction	Caltrans	Caltrans	Active
21	SF	101	0.00	4.24	SM County line to 16th Street	Mitigate wet pavement accidents	Drainage improvements, overlay existing AC with OGFC, and groove existing PCC pavement	Collision Reduction	Caltrans	Caltrans	Complete
22	SM	35	2.12	10.52	La Honda Rd (SR 84) to SCL County line	Improve safety & reduce accidents	Install signs, wet-night/high-visibility striping, "optical bar" pavement markings, and "crown cookie" centerline rumble strip	Collision Reduction	Caltrans	Caltrans	Proposed
23	SM	35	26.23	27.93	Skyline Blvd, Sharp Park Rd/Westborough Blvd and Hickey Blvd	Improve safety & reduce accidents	Modify signals at Sharp Park Rd/Westborough Blvd and at Hickey Blvd	Collision Reduction	Caltrans	Caltrans	Proposed
24	SOL	80	22.10	23.00	I-80 between Fairfield and Vacaville	Improve safety & reduce accidents	Install outer separation barriers	Collision Reduction	Caltrans	Caltrans	Active
25	SON	1	0.00	58.36	Hwy 1 through SON	Improve safety & reduce accidents	Install centerline and shoulder rumble strips and construct shoulder.	Collision Reduction	Caltrans	Caltrans	Active
26	SON	12	26.62	32.62	Kenwood, Glen Ellen, Oakmont	Improve safety & reduce accidents	Widen shoulders and install shoulder rumble strips	Collision Reduction	Caltrans	Caltrans	Active
27	ALA	580 680 880 980	Various	Various	Various	To enhance pedestrian safety	Install accessible pedestrian signals and countdown timers	Collision Reduction	Caltrans	Caltrans	Active
28	ALA ALA ALA CC CC	EB 80 WB 80 NB 84 SB 84 SB 880 NB 680 EB 24 WB 24	3.2 3.1 10.5 10.5 R32.0 16.0 R2.0 R2.0	3.4 3.4 10.75 10.75 R32.7 16.5 R2.4 R2.4	Bay Bridge approach, Mowry & Mission, W Oakland Market to Mandela, Orinda Camino Pablo	Reduce roadway departure collisions	High friction road surface treatment	Collision Reduction	Caltrans	Caltrans	Active
29	ALA ALA CC CC	580 680 160 680	R1.48 M3.85 0.00 R4.18	R1.48 M3.85 0.00 R4.18	Various	Collision reduction	Install concrete barrier and upgrade to MGS guardrail	Collision Reduction	Caltrans	Caltrans	Complete

Reference Number	County	Route	Begin Postmile	End Postmile	Location	Purpose & Need	Improvement Description	SHOPP Program Category	Project Sponsor	Implementing Agency	PID Status
30	ALA CC	4 13 24 80 160 580 680 880	Various	Various	Various	Collision reduction	In Alameda & Contra Costa Counties - Rectangular Rapid Flashing Beacons	Collision Reduction	Caltrans	Caltrans	Complete
31	ALA CC	Various	Various	Various	Various	Collision reduction	Upgrade/Install curve warning signs	Collision Reduction	Caltrans	Caltrans	Complete
32	CC	4	0.00	R20.4	I-80 IC to Bailey Rd	Collision Severity Reduction	Install/upgrade Metal Beam Guardrail	Collision Reduction	Caltrans	Caltrans	Active
33	CC	4 24 80 123 242 580 680	Various	Various	Various	To enhance pedestrian safety	Install accessible pedestrian signs and countdown timers	Collision Reduction	Caltrans	Caltrans	Active
34	SCL	9 17 85 87 101 152 237 280 680 880	Various	Various	Various	Collision Severity Reduction	Clean up roadside environment (CURE)	Collision Reduction	Caltrans	Caltrans	Active
35	SCL	Various	Various	Various	Various	Collision reduction	On all of the State Routes within Santa Clara County - Install accessible pedestrian signals (APS) and pedestrian countdown timers.	Collision Reduction	Caltrans	Caltrans	Complete
36	SM	Various	Various	Various	Various	Collision reduction	In San Mateo County on Routes 1, 35, 82, 84, 92, 101, 109, 114, 280, and 380 - Install Accessible Pedestrian Signal (APS) systems and pedestrian countdown timers to enhance pedestrian safety	Collision Reduction	Caltrans	Caltrans	Complete
37	SON MRN NAP	Various	Various	Various	Various	Collision reduction	In Sonoma County on Routes 12 & 116, In Marin County on Routes 1 & 131, and in Napa County on Route 29 - Pedestrian Safety Enhancement	Collision Reduction	Caltrans	Caltrans	Complete
38	ALA	580	R35.0	R35.0	MacArthur/Foothill	Bridge preservation	Bridge preservation - Foothill Blvd UC # 33 0334K	Bridge Preservation	Caltrans	Caltrans	Complete
39	CC	24	R0.01	R0.01	Caldecott Tunnel	Bridge preservation	Structure Rehab	Bridge Preservation	Caltrans	Caltrans	Active

Reference Number	County	Route	Begin Postmile	End Postmile	Location	Purpose & Need	Improvement Description	SHOPP Program Category	Project Sponsor	Implementing Agency	PID Status
40	NAP	121	6.4	6.4	Napa Crossing / Kansas Ave	Bridge Preservation	Replace Bridge- Tulucay Creek Bridge #21-0003	Bridge Preservation	Caltrans	Caltrans	Active
41	NAP	128	5.1	5.1	Napa River / Rutherford	Bridge preservation	Replace Hopper Slough BR#21-0019	Bridge Preservation	Caltrans	Caltrans	Complete
42	SM	1	14.0	14.0	Pescadero	Preventive maintenance	Replace the barrier rail with delamination and spalls- Pescadero Cr. 35-0028	Bridge Preservation	Caltrans	Caltrans	Complete
43	SM	101	7.1	7.1	Cordilleras Creek, San Carlos	Bridge replacement	Replace bridge at Cordilleras Creek #35-0019	Bridge Preservation	Caltrans	Caltrans	Complete
44	ALA	77 880 880 880	0.29 15.65 20.82 26.53		Various	Bridge preservation	Baluster bridge rail replacement	Bridge Preservation	Caltrans	Caltrans	Active
45	NAP	29	14.1	19.0	Yountville to N Napa (city)	Bridge Rail Replacement/Upgrade	Bridge rail replacement/upgrade - BR#21-0048, 21-0014, 21-0051, and 21-0047	Bridge Preservation	Caltrans	Caltrans	Active
46	NAP	29	28.43	29.29	Central St. Helena	Bridge rail replacement/upgrade	Bridge rail replacement/upgrade - BR#21-0016 and 21-0017	Bridge Preservation	Caltrans	Caltrans	Active
47	SM	101	0.10	23.40	SSF to SCL County line	Bridge rail replacement/upgrade	Bridge Rail Replacement/upgrade	Bridge Preservation	Caltrans	Caltrans	Complete
48	SM SF SF SF	1 101 101 101	R44.21 2.0 2.2 2.84		Various	Bridge preservation	Baluster bridge rail replacement	Bridge Preservation	Caltrans	Caltrans	Active
49	SON SON MRN	101 101 101	16.54 19.0 15.57	16.54 19.0 15.57	Various	Bridge preservation	Baluster bridge rail replacement	Bridge Preservation	Caltrans	Caltrans	Active
50	CC	24	R3.47	R3.47	St Stephens Orinda	Seismic restoration	Seismic restoration- St Stephens Dr OC #28-0111	Bridge Preservation	Caltrans	Caltrans	Complete
51	SM	280	0.01	20.97	SCL county line to I-380 interchange	Seismic restoration	Seismic restoration-Alpine Road UC-35-0009L/R; Sand Hill Road (South & North)-35-0008 & 35-0007; Route 280/380 Separation-35-217	Bridge Preservation	Caltrans	Caltrans	Complete
52	ALA	880	27.2	27.2	East Creek Slough Oakland	Bridge preservation	Sub-structure rehab/scour mitigation- East Creek Slough Br. No. 33-0143	Bridge Preservation	Caltrans	Caltrans	Complete
53	MRN	101	7.4	18.9	Corte Madera to Novato	Bridge Preservation Maintenance	Painting and EQ Restraint Cable Replacement- Talapais Dr OC BR#27-0072, S101-E37 Connector BR#27 0085F	Bridge Preservation	Caltrans	Caltrans	Complete
54	MRN	101	11.2	11.2	Mission Ave San Rafael	Bridge Preservation Maintenance	Rehabilitate Culvert- Irwin Creek BR#27 0097	Bridge Preservation	Caltrans	Caltrans	Complete
55	SM	1 84	28.92 7.55	28.92 7.55	Pilarcitos Creek, Half Moon Bay; San Gregorio Creek, La Honda	Bridge preservation	Sub-structure rehab/scour mitigation	Bridge Preservation	Caltrans	Caltrans	Complete
56	SOL	84	2.49	2.49	Ryer Island Ferry	Bridge preservation	Cache Slough Ferry (Real McCoy) Fender Rehabilitation	Bridge Preservation	Caltrans	Caltrans	Complete

Reference Number	County	Route	Begin Postmile	End Postmile	Location	Purpose & Need	Improvement Description	SHOPP Program Category	Project Sponsor	Implementing Agency	PID Status
57	SON	101	0.0	0.0	MRN county line	Bridge preservation	Sub-structure rehab/scour mitigation- San Antonio Creek bridge #20 0019R	Bridge Preservation	Caltrans	Caltrans	Complete
58	ALA	185	0.38 9.75	0.90 10.09	Mission Blvd - A St to Rose St; International Blvd - 55th Ave to 50th Ave	Roadway rehabilitation	Pavement preservation (CAPM) from A Street to Garcia Avenue	Roadway	Caltrans	Caltrans	Active
59	SM	82	12.3	15.8	Santa Inez Ave to Millbrae Ave	Roadway rehabilitation	Roadway rehabilitation (3R)	Roadway	Caltrans	Caltrans	Active
60	ALA	61	19.8	21.2	Encinal btwn Central & Broadway, Alameda	Pavement preservation	Pavement preservation (CAPM)	Roadway	Caltrans	Caltrans	Active
61	ALA	84	6.9	10.8	I-880 to Mission Blvd, Fremont	Capital preventive maintenance	Pavement preservation (CAPM)	Roadway	Caltrans	Caltrans	Active
62	ALA	880	0.0	12.0	Alameda Creek, Union City to SCL county line	Capital preventive maintenance	Pavement preservation (CAPM)	Roadway	Caltrans	Caltrans	Active
63	CC	80	0.00	10.10	ALA County line to SR 4	Capital preventive maintenance	Pavement preservation (CAPM)	Roadway	Caltrans	Caltrans	Complete
64	MRN	37	11.2	14.6	US 101 to Petaluma River	Capital preventive maintenance	Pavement preservation (CAPM)	Roadway	Caltrans	Caltrans	Active
65	SCL	82	19.2	26.4	SR 82 NW of SR 85	Capital preventive maintenance	Pavement preservation (CAPM) Route 237 to San Mateo County Line	Roadway	Caltrans	Caltrans	Complete
66	SCL	152	7.6	10.3	Santa Teresa Blvd to 101 IC	Capital preventive maintenance	Pavement preservation (CAPM) on Route 152 from 0.3 mile west of Santa Teresa Blvd to Route 101	Roadway	Caltrans	Caltrans	Active
67	SM	84	21.0	25.0	Middlefield to Whiskey Hills Rd	Capital preventive maintenance	Pavement preservation (CAPM) from Route 280 to Route 101	Roadway	Caltrans	Caltrans	Active
68	SON	12	11.0	17.4	Central/ W Santa Rosa to Llano Rd	Capital preventive maintenance	Pavement preservation (CAPM) from Llano Road to near Farmers Lane	Roadway	Caltrans	Caltrans	Active
69	CC	4	R14.3	24.3	SR 242 in Concord to Loveridge Rd, Pittsburg	Capital preventive maintenance	Roadway rehabilitation (CAPM)	Roadway	Caltrans	Caltrans	Active
70	CC	80	10.1	13.5	SR 4/ Hercules to Carquinez approach	Roadway rehabilitation	Roadway rehabilitation (2R)	Roadway	Caltrans	Caltrans	Complete
71	SCL	87	0.0	6.1	Near downtown San Jose	Roadway rehabilitation	Roadway rehabilitation (2R) from Rte. 85 to West Julian St. Undercrossing and inject grouting to repair profile	Roadway	Caltrans	Caltrans	Active
72	SCL	101	0.0	16.0	Morgan Hill, Dunne Ave to SBT county line	Roadway rehabilitation	Roadway rehabilitation (2R) from San Benito County Line to Dunn Avenue	Roadway	Caltrans	Caltrans	Active
73	SOL	80	15.0	30.7	I-80 through Vacaville & Fairfield	Roadway rehabilitation	Roadway rehabilitation (2R) Phase 3 of previous C,S & OL Project	Roadway	Caltrans	Caltrans	Active
74	MRN	1	2.5	2.5	W Cal Ave	Storm damage permanent restoration	Repair slipout with RSP at Mill Valley, at West California Avenue	Emergency Response	Caltrans	Caltrans	Active
75	MRN	101	0.2	0.2	Near Alexander Ave	Storm damage permanent restoration	Storm damage repair- culverts repair/replacement	Emergency Response	Caltrans	Caltrans	Complete
76	NAP	121	14.8	14.8	Rural Monticello Rd	Storm damage permanent restoration	Install anchored wire mesh at Wooden Valley	Emergency Response	Caltrans	Caltrans	Complete

Reference Number	County	Route	Begin Postmile	End Postmile	Location	Purpose & Need	Improvement Description	SHOPP Program Category	Project Sponsor	Implementing Agency	PID Status
77	NAP	128	9.2	9.2	Lake Hennessey	Storm damage permanent restoration	Rock Slope Protection at Lake Hennessey	Emergency Response	Caltrans	Caltrans	Active
78	SCL	9	5.9	5.9	Saratoga	Storm damage permanent restoration	Upgrade the existing drainage system and install rock slope protection	Emergency Response	Caltrans	Caltrans	Active
79	SCL	17	3.1	3.1	South of Alma College Rd	Storm damage permanent restoration	Repair washout with RSP, repair damaged drainage system in Santa Clara County near Los Gatos at 0.2 mile south of Alma College Road	Emergency Response	Caltrans	Caltrans	Complete
80	SCL	101	0.8	0.8	Near SBT county line	Storm damage permanent restoration	Construct RSP, drainage system, and injection grouting at abutment washout and wingwall rotation	Emergency Response	Caltrans	Caltrans	Active
81	SM	1	1.1	1.1	Near SC county line	Storm damage permanent restoration	Construct RSP at washout	Emergency Response	Caltrans	Caltrans	Active
82	SM	1	13.4		Near Pescadero Rd	Storm damage permanent restoration	soldier pile wall along Pescadero Road	Emergency Response	Caltrans	Caltrans	Proposed
83	SM	1	17.9		South of Route 84	Storm damage permanent restoration	Repair two washouts with rock slope protection at south of Route 84	Emergency Response	Caltrans	Caltrans	Active
84	SM	1	32.3	32.3	Pillar Point, El Granada	Storm damage permanent restoration	Repair washout RSP due to storm-driven waves and repair separated box culvert that cantilevered from washout in San Mateo County in Half Moon Bay at 0.1 mile north of Coronado Street.	Emergency Response	Caltrans	Caltrans	Active
85	SM	82	19.8	19.8	Francisco Dr, SSF	Storm damage permanent restoration	Construct soldier pile wall at washout	Emergency Response	Caltrans	Caltrans	Active
86	SM	84	2.1	2.1	East of Coyote Creek Rd, San Gregorio	Storm damage permanent restoration	soldier pile wall east of Coyote Creek Road	Emergency Response	Caltrans	Caltrans	Active
87	SM	84	5.2	5.2	La Honda Rd, West of Peek-a-Boo Lane	Storm damage permanent restoration	RSP at west of Peek-a-Boo Lane	Emergency Response	Caltrans	Caltrans	Active
88	SM	84	6.0	6.0	La Honda Rd, West of Peek-a-Boo Lane	Storm damage permanent restoration	soldier pile wall at west of Peek-a-Boo Lane	Emergency Response	Caltrans	Caltrans	Active
89	SM	280	R20.3	R20.6	South of San Bruno Ave	Storm damage permanent restoration	Reconstruct failed paved ditch, repair washouts with RSP in San Mateo County in San Bruno from Jenevein Avenue to 0.1 mile south of San Bruno Avenue	Emergency Response	Caltrans	Caltrans	Active
90	SOL	680	R1.9	R2.0	Btwn Lake Herman & Indust., N. Benicia	Storm damage permanent restoration	Regrade slope due to slide in Solano County near Benicia at 0.9 mile south of Lake Herman Road	Emergency Response	Caltrans	Caltrans	Complete
91	SON	1	26.7	26.9	Meyers Grade Rd	Storm damage permanent restoration	Construct tie back soldier pile wall with bolt anchors and repair washout slope with RSP	Emergency Response	Caltrans	Caltrans	Complete
92	SON	101	38.3	41.4	Lytton Spring Road and County Dump Road	Storm damage permanent restoration	Repair and replace culverts at west if Lytton Spring Road and west of S. Geyersville Avenue	Emergency Response	Caltrans	Caltrans	Active
93	SON	101	55.5	55.5	North of SR 128, Cloverdale	Storm damage permanent restoration	soldier pile wall at north of Route 128	Emergency Response	Caltrans	Caltrans	Active
94	SON	116	9.5	9.5	East of Old Monte Rio Road	Storm damage permanent restoration	soldier pile wall at east of Old Monte Rio Road	Emergency Response	Caltrans	Caltrans	Active

Reference Number	County	Route	Begin Postmile	End Postmile	Location	Purpose & Need	Improvement Description	SHOPP Program Category	Project Sponsor	Implementing Agency	PID Status
95	SON	116	43.3	43.3	East of County Dump Road	Storm damage permanent restoration	RSP at east of County Dump Road	Emergency Response	Caltrans	Caltrans	Active
96	SON	121	9.7	9.7	East of Ramal Road	Storm damage permanent restoration	Secant wall at east of Ramal Road	Emergency Response	Caltrans	Caltrans	Active
97	CC	24	4.3	4.3	Acalanes Road, Lafayette	Drainage System Restoration	Rehabilitate Culverts in Lafayette, at Acalanes Road	Roadway	Caltrans	Caltrans	Active
98	MRN	1	0.1	45.4	Hwy 1 corridor through Marin	Storm permanent restoration	Rehabilitate Culverts	Roadway	Caltrans	Caltrans	Active
99	MRN	1	35.3	40.3	Tomales Bay	Drainage System Restoration	Rehabilitate Culverts near Marshall from 3.1 miles south to 1.9 miles north of Marshall-Petaluma Road	Roadway	Caltrans	Caltrans	Active
100	NAP	29	1.7 5.1	1.7 5.1	American Canyon	Storm permanent restoration	Rehabilitate Culverts near American Canyon at 0.2 mile south of North Kelly Road	Roadway	Caltrans	Caltrans	Active
101	SOL	80	R10.0	R11.2	Near Fairfield	Drainage System Restoration	Rehabilitate Culverts near Fairfield, from Lynch Road to Red Top Road	Roadway	Caltrans	Caltrans	Active
102	SON	1	1.0	28.7		Drainage System Restoration	Rehabilitate Culverts from 0.9 mile north of Valley Ford Road to Jewell Gulch	Roadway	Caltrans	Caltrans	Active
103	SON	1	30.8	40.5		Drainage System Restoration	Rehabilitate Culverts from Mill Gulch to 0.5 mile south of Miller Creek	Roadway	Caltrans	Caltrans	Active
104	SON	1	41.2	54.6		Drainage System Restoration	Rehabilitate Culverts from 0.2 mile north of Miller Creek to 0.1 mile north of Vantage Road	Roadway	Caltrans	Caltrans	Active
105	SON	1	45.4	45.4		Drainage System Restoration	Rehabilitate Culverts 2.7 miles south of Skaggs Springs Road	Roadway	Caltrans	Caltrans	Active
106	SON	116	1	1		Drainage System Restoration	Rehabilitate Culverts near Bridge haven, at Sheep house Creek	Roadway	Caltrans	Caltrans	Active
107	ALA CC	24	5.8 0.0	6.2 0.3	Caldecott Tunnel	Safety Enhancements	Replace/upgrade lighting at Caldecott tunnels	Roadway	Caltrans	Caltrans	Active
108	ALA ALA SOL	13 238 80	Various	Various	Various	Water conservation/Roadside Rehabilitation	Highway Planting Rehabilitation; Replace trees removed due to drought, install irrigation, and implement water conservation measures	Roadside Preservation	Caltrans	Caltrans	Active
109	SCL	85 101 237	Various	Various	Various	Water conservation/Roadside Rehabilitation	Convert potable irrigation to recycled water	Roadside Preservation	Caltrans	Caltrans	Complete
110	ALA	580	0.0	R9.0	Altamont Pass to E Livermore	Reduce the frequency and duration of highway workers' exposure to traffic	Roadside paving including extended gore areas and narrow areas	Roadside Preservation	Caltrans	Caltrans	Complete
111	ALA	880	30	R35.4		Reduce the frequency and duration of highway workers' exposure to traffic	Roadside safety improvements; Pave extended gore and miscellaneous areas, install maintenance vehicle pullouts, and upgrade impact attenuators.	Roadside Preservation	Caltrans	Caltrans	Active
112	CC	4	R31	48	SJ county line to 160 IC, Antioch	Reduce the frequency and duration of highway workers' exposure to traffic	Upgrade/construct MVP's	Roadside Preservation	Caltrans	Caltrans	Complete

Reference Number	County	Route	Begin Postmile	End Postmile	Location	Purpose & Need	Improvement Description	SHOIPP Program Category	Project Sponsor	Implementing Agency	PID Status
113	MRN SON SOL NAP	101 101 37 80 29	9.4 19.7 R9.4 R6.5 11.0	10.4 20.7 E10.4 R17.5 R21.0	Various	Reduce the frequency and duration of highway workers' exposure to traffic	Roadside safety improvements; Upgrade existing fence to vandal resistant security fence, and install walk gates, vehicle gates and protective window coverings.	Roadside Preservation	Caltrans	Caltrans	Active
114	SCL	280	R0.0	L5.4	SJ 101 IC to 880 IC	Reduce the frequency and duration of highway workers' exposure to traffic	Roadside paving including extended gore areas, narrow areas and area between shoulder and soundwall. In and near San Jose from Rte. 101 Separation to Rte. 880/17 Separation at various locations.	Roadside Preservation	Caltrans	Caltrans	Complete
115	SCL	152	M10.0	R35.1	Pacheco Pass	Reduce the frequency and duration of highway workers' exposure to traffic	Roadside safety improvements; Install vegetation control under guard rail and maintenance vehicle pullouts.	Roadside Preservation	Caltrans	Caltrans	Active
116	SF	101/280	2/R2.8	4.2/T7.1	San Francisco	Reduce the frequency and duration of highway workers' exposure to traffic	Anti-vandalism measures, replace fencing	Roadside Preservation	Caltrans	Caltrans	Active
117	NAP	121	7.1	7.5	Napa Fairview Dr to Evans Ave	Intersection Operation Improvements	Improve Intersection Operation	Mobility	Caltrans	Caltrans	Active
118	SCL	237	7.1	7.8	1st St to Zanker Rd	Operation improvements	Construct Auxiliary Lane. On eastbound Route 237 from North First St. to Zanker Rd. Interchanges	Mobility	Caltrans	Caltrans	Active
119	SCL	237	7.1	7.8	1st St to Zanker Rd	Operation improvements	Construct Auxiliary Lane. On westbound Route 237 from North First St. Interchange to Coyote Creek Bridge	Mobility	Caltrans	Caltrans	Active
120	ALA	580	30.81	47.35		ALA580, between Route 238 and Route 80	Install Ramp Metering	Mobility	Caltrans	Caltrans	Active
121	ALA	Various	Various	Various	Various	Repair detection devices	Restoration of Non-Operational Vehicle Detection Devices	Mobility	Caltrans	Caltrans	Complete
122	CC	Various	Various	Various	Various	Repair detection devices	Restoration of Non-Operational Vehicle Detection Devices	Mobility	Caltrans	Caltrans	Complete
123	SCL	Various	Various	Various	Various	Repair detection devices	Restoration of Non-Operational Vehicle Detection Devices	Mobility	Caltrans	Caltrans	Complete
124	SF SM	Various	Various	Various	Various	Repair detection devices	Restoration of Non-Operational Vehicle Detection Devices	Mobility	Caltrans	Caltrans	Complete
125	SM	1	26.0	47.8	I-280 to s/o Half Moon Bay	Transportation Management Services	SM-1 Travel Time - Install bluetooth readers and VMSs between I-280 to s/o Half Moon Bay. Modify ATMS.	Mobility	Caltrans	Caltrans	Active
126	SON MRN NAP SOL	Various	Various	Various	Various	Repair detection devices	Restoration of Non-Operational Vehicle Detection Devices	Mobility	Caltrans	Caltrans	Complete
127	Various	Various	Various	Various	Various	Repair detection devices	Restoration of Non-Operational Vehicle Detection Devices	Mobility	Caltrans	Caltrans	Active

Reference Number	County	Route	Begin Postmile	End Postmile	Location	Purpose & Need	Improvement Description	SHOPP Program Category	Project Sponsor	Implementing Agency	PID Status
128	ALA	80	5.8	5.8	University Ave	Trans Permit Req. for Bridges	Vertical Clearance- University Ave OC Br. 33-0023 and 13/80 Separation (North) Br. 33 0191G	Bridge Preservation	Caltrans	Caltrans	Complete
129	ALA	580 580 880	Various	Various	Various	Trans Permit Req. for Bridges	Freight corridor improvements to raise or replace the OC structures - sub standard VC	Bridge Preservation	Caltrans	Caltrans	Complete
130	SOL	80	1.1	1.1	Vallejo	Trans Permit Req. for Bridges	Replace bridge of Rte. 80/29 Sep #23-0087	Bridge Preservation	Caltrans	Caltrans	Complete
131	ALA ALA MRN SCL SCL	80 880 101 101 880	Various	Various	Various	Storm Water mitigation	High Priority Reach/TMDL listed pollutant source control/Trash Capture Device Installation	Mandated	Caltrans	Caltrans	Active
132	NAP	29	32	33	Mill Creek to Ritchey Creek	Storm Water mitigation	High Priority Reach/TMDL listed pollutant source control/Trash capture device installation	Mandated	Caltrans	Caltrans	Active
133	ALA	185 185	0.38 9.75	0.90 10.09	Sunset Blvd Cherryland	ADA pedestrian infrastructure	Upgrade the existing curb ramps and sidewalks on State Route 185 from A Street to Rose Street in the City of Hayward, and from 55th Ave to 50th Ave in the City of Oakland, in Alameda County	Mandated	Caltrans	Caltrans	Active
134	MRN	101	7.4	7.4	Tamalpais Dr, Corte Madera	ADA curb ramp upgrade and pedestrian infrastructure	Pedestrian infrastructure upgrade at Tamalpais Dr. OC/Mrn-101 grade separation	Mandated	Caltrans	Caltrans	Active
135	MRN	101	13.7	13.7	Manual Freitas IC	ADA curb ramp upgrade and pedestrian infrastructure	Upgrade Pedestrian facilities	Mandated	Caltrans	Caltrans	Active
136	MRN	131	0.86	0.86	Blackfield / Greenwood Cove Dr	ADA curb ramp upgrade and pedestrian infrastructure	Upgrade curb ramps, sidewalk & install APS (5 curb ramps, 500 LF of sidewalk & 8 APS) at Blackfield Drive/Greenwood Drive intersection	Mandated	Caltrans	Caltrans	Complete
137	NAP	29	0.0	14.6	American Canyon and Napa	ADA curb ramp upgrade and pedestrian infrastructure	Pedestrian Accessibility Improvement	Mandated	Caltrans	Caltrans	Active
138	SCL	82	18.3	21.0	Palo Alto and Mountain View	ADA curb ramp upgrade and pedestrian infrastructure	Construct ADA Improvements. On Route 82 from 0.05 mile south of Crestview Drive Intersection to 0.1 mile south of S Rengstorff Avenue in Mountain View.	Mandated	Caltrans	Caltrans	Active
139	SON	116	11.80	R12.169	Guernville	ADA curb ramp upgrade and pedestrian infrastructure	Upgrade curb ramps, sidewalk & install APS (11 curb ramps, 3,200 LF of sidewalk & 14 APSs) from Brookside lane to River Road in Guerneville	Mandated	Caltrans	Caltrans	Complete
140	ALA CC	880 80	Various	Various	Various	Asset management	Install zero emission vehicle (ZEV) Charging stations	Asset Management Pilot	Caltrans	Caltrans	Complete
141	SM	280	R9.1	R12.9	Near Crystal Springs Reservoir	Roadway preservation	Replace or line culverts, repair slope erosion with RSP, repair settling pavement with injection grouting	Asset Management Pilot	Caltrans	Caltrans	Active
142	ALA	680	M2.3	R11.8	Fremont to Sunol	Operational improvements	I-680 Express lane conversion on southbound I-680 from SR-262 in Fremont to I-680/84 interchange in Alameda		ALA CTC	ALA CTC	Complete

Reference Number	County	Route	Begin Postmile	End Postmile	Location	Purpose & Need	Improvement Description	SHOPP Program Category	Project Sponsor	Implementing Agency	PID Status
143	ALA	580	13.5	19.9	Dublin to Livermore	Improve traffic operations	BART from Dublin Bart Station to Isabel Ave I/C in Livermore		BART	BART	Active
144	ALA	580	30.10	30.60	Castro Valley	Improve local traffic operations	Construct new two-lane local roadway parallel to I-580 between Strobbridge Avenue and Castro Valley Boulevard		ALA County Public Works		Proposed
145	ALA ALA ALA SCL ALA	92 84 84 880 880	Various	Various	Various	Improve traffic operations	Convert EB and WB HOVLS to Express Lanes		MTC(BAIFA) or ACTC or CCTA	BAIFA/ACTC/ CCTA	Complete
146	CC	4	Various	Various	Various	Operational improvements	Add mixed-flow lanes and operational improvements		CCTA	CCTA	Active
147	CC	239	Various	Various	Various	Improvement in traffic flow	New Route from Brentwood to Tracy		CCTA	Contra Costa County	Complete
148	NAP	29	33.5	35.5	Bothe State Park to Calistoga	Improve safety and traffic operations	Implementation of Napa Valley Vine Trail from SR 29 - Bothe SP to Dunaweal Ln, and Fair Way in Calistoga to Silverado Trail		County of Napa	County of Napa	Active
149	SCL	17	4.00	5.90	Near Lexington Reservoir	Improve wildlife passage and improve regional trail connections	Construct a dedicated wildlife crossing and a multi-use trail crossing across Highway 17		Midpeninsul a Regional Open Space District (Midpen)	Midpeninsul a Regional Open Space District (Midpen)	Active
150	SCL	101	37	39	San Jose	Improve traffic operations	Modify interchange at US 101/Blossom Hill Rd. in San Jose		City of San Jose/ VTA	City of San Jose/ VTA	Active
151	SCL	101	TBD	TBD	San Jose	Improve traffic operations	Modify interchange at US 101/Zanker Rd./Skyport Dr./Fourth St. in San Jose		City of San Jose/ VTA	City of San Jose/ VTA	Active
152	SCL	280	TBD	TBD	Cupertino	Improve traffic operations	Modify interchange at I-280/N. Wolfe Rd. in Cupertino		City of Cupertino	VTA	Active
153	SCL	680	4.5	11.0	San Jose	Improve traffic operations	Modify interchange at Montague Expwy. in San Jose		County of Santa Clara	County of Santa Clara	Complete
154	SCL	880	5.6	5.6	San Jose	Improve traffic operations	Extend Charcot Avenue over I-880 in San Jose		City of San Jose/ VTA	City of San Jose/ VTA	Proposed
155	SCL SM	101	50.6 0.0	52.55 21.8		Improve traffic operations	Add HOV lanes in both directions		SMCTA	SMCTA	Complete

Reference Number	County	Route	Begin Postmile	End Postmile	Location	Purpose & Need	Improvement Description	SHOPP Program Category	Project Sponsor	Implementing Agency	PID Status
156	SF	1	0.3	1.7	19th Avenue, San Francisco	Improve transit performance and access. Increase pedestrian and bicyclist comfort and safety. Support planned and potential transit-oriented development.	Re-align the Muni M-Ocean View light-rail from the median to the west side of Highway 1 by taking it under 19th Avenue in the northern part of the corridor near Stonestown Galleria and SF State, and over Junipero Serra near Font/Randolph. The entire length of 19th Avenue from Junipero Serra to Eucalyptus would be re-built, with three travel lanes in each direction maintained, but re-configured with a landscaped median, wider sidewalks, and new off-street cycling facilities.		SFMTA	SFMTA	Complete
157	SF	101	6.71	8.00	Lombard Street, San Francisco	Transit and pedestrian safety	Bus & pedestrian bulb outs at six intersections with landscaping at bus bulbs. Realign existing curbs at three intersections. Daylighting, advanced stop bars, continental crosswalks and signal timing modifications at all intersections		SFPUC SFMTA	SFPUC SFMTA	Active
158	SF	280	R1.8	R1.8	San Francisco	Improve pedestrian and bicycle safety and accessibility to the Balboa Park BART station	Realign Ocean Avenue SB I-280 off-ramp as ramp terminus intersection		SFCTA	SFCTA	Active
159	SM	101	20.7	21.7	South San Francisco	Improve access	US 101/Produce Ave Interchange in South San Francisco		City of SSF	City of SSF	Complete
160	SOL	80	7.8	8.5	North of Vallejo	Improve traffic operations	Modify interchange at I-80/Hiddenbrooke		City of Vallejo	City of Vallejo	Active
161	SOL	80	23.1	23.2	Between Fairfield and Vacaville	Improve traffic operations	Interchange Modifications at Lagoon Valley		City of Vacaville	City of Vacaville	Active
162	SON	101	20.2	22.2	Santa Rosa	Bike and pedestrian safety and traffic	Bike/Ped Overcrossing in City of Santa Rosa north of Downtown, south of Bicentennial		City of Santa Rosa	City of Santa Rosa	Complete
163	Various	Various	Various	Various	Various	Toll bridge rehabilitation	Various Toll Bridges - Substations, power cables, other electrical work		BATA	Caltrans	Active
164	Various	Various	Various	Various	Various	Toll bridge rehabilitation	Various Toll Bridges - replace air and water systems, install waste water systems		BATA	Caltrans	Complete

Caltrans District 4 Pedestrian Advisory Committee (PAC) Work Plan – Projects Matrix

County Route	Project Name	Summary and Issue(s)	Date Initiated with the PAC	Project Status	Next Steps
ALA 80/580	I-80/580 Gilman Street Interchange Project	Interchange improvement project includes two roundabouts and a grade-separated pedestrian-bicycle overcrossing (PBOC)	• Mar 2016	• Presentation to the PAC in Mar 2016 with two PBOC alternatives • PAC+BAC updated in June 2016 • Project moving forward with wider path alternative using Caltrans right of way • PBOC not fully funded	•
ALA 123	University Village cycle track on San Pablo Avenue	A two-way, raised cycle track is being developed along San Pablo Avenue in Albany. An AC Transit bus stop is being relocation at Monroe St.	• Sept 2016	• Presentation to PAC on proposed bus stop configuration in Sept 2016 • PAC members provided input on design • Project under construction	•

Caltrans District 4 Pedestrian Advisory Committee (PAC) Work Plan – Policies and Procedures Matrix

Track No.	Policy/Procedure	Summary	Date Initiated with the PAC	Status	Goals and Next Steps
P-1	Pedestrian Safety Monitoring Program (PSMP)	Caltrans HQ developed a pilot program to identify High Collision Concentration Locations and countermeasures	Sept 2016	• Presented to PAC on September 28, 2016 • Roland provided an update to PAC on April 2017, 33 locations investigated and submitted to HQ with proposed improvements	• PAC to track progress of PSMP
P-2	Pedestrian environment at freeway undercrossing	PAC requested information on policies and guidance affecting pedestrian environment at freeway underpasses	March 2016	• Presentation to PAC Mar 2016, included Caltrans Transportation Art Program • Request for more info on lighting standards	• Track projects, guidance, and programs affecting pedestrians at freeway undercrossings
P-3	Pedestrian accommodations on Diverging Diamond Interchanges (DDI)	Topic recommended for future meeting	March 2016	• A project has not been identified where a DDI is the preferred alternative	• PAC to follow any project(s) that may develop a DDI.
P-4	Pedestrian safety projects in the State Highway Operation and Protection Program	District 4 has initiated various projects at various stages to improve pedestrian safety as part of the SHOPP 015 safety program.	April 2017	• Roland presented to the PAC on April 2017. • As of April 2017: Pedestrian Hybrid Beacons on SM 82 in construction; PHB project in SOL 29 to begin construction soon	• PAC to track projects as they progress
Closed	Directional Curb Ramps	District 4 developed a Design Information Handout on directional curb ramps		• Presented draft handout to PAC in Mar 2016 • Handout finalized in July 2016	•

Shaded = Resolved or not active

Caltrans District 4 Bicycle Advisory Committee (BAC) Work Plan – Projects Matrix

County Route	Project Name	Summary and Issue(s)	Date Initiated with the BAC	Status	Next Steps
CC 4	Bicycle access on State Route 4 Cummings Skyway and Willow Ave	Initiated by Bruce June 2016 Signs restrict bicyclists on expressway segment of SR 4		<ul style="list-style-type: none">• Sign order to lift restrictions submitted	<ul style="list-style-type: none">• Follow up and update Bruce/BAC on status

Caltrans District 4 Bicycle Advisory Committee (BAC) Work Plan – Policies and Procedures Matrix

Tracking Number	Policy/Procedure	Summary	Date Initiated with the BAC	Status	Goals and Next Steps
B-1	Design Information Bulletin 89 – Class IV Separated Bikeways	Caltrans design guidance for Class IV separated bikeways	Oct 2015	<ul style="list-style-type: none">• Draft presented to BAC in Oct 2015• 12/2015: Final Published Dec 2015• To be updated end of 2017	<ul style="list-style-type: none">• Share updates and opportunities for input
B-2	Highway Design Manual (HDM)	Provide updates and input on bicycle/complete streets implementation	Ongoing	<ul style="list-style-type: none">• Jan 2016 – Shared updates to BAC on incorporating Class IV/DIB 89• April 2016 – Discussion on Figure 1003.1B Class I path separation	<ul style="list-style-type: none">• Share updates and opportunities for input
B-3	CA Manual on Uniform Traffic Control Devices (CAMUTCD) and Interim Approvals	Provide updates and input on bicycle/complete streets implementation	Ongoing	<ul style="list-style-type: none">• Jan 2016 – Updates to BAC on bicycle signal guidance	<ul style="list-style-type: none">• Share updates and opportunities for input
B-4	District 4 Bike Map	Map of bicycle access on State highways and alternate routes where they are prohibited	April 2016	<ul style="list-style-type: none">• BAC reviewed draft bike map April 2016• Finalized Aug 2016	<ul style="list-style-type: none">• Bike map is a living document• Requests for updates to Sergio
B-5	District 4 Bicycle Plan	D4 Bicycle Plan to identify bicycle safety and mobility needs on and across State highways	June 2016	<ul style="list-style-type: none">• Plan initiated summer 2016• Round 1 public outreach in May 2017, round 2 in Fall 2017• Target completion – Feb 2018	<ul style="list-style-type: none">• Share updates and provide input
B-6	Senate Bill 760	Establishes the Division of Active Transportation at Caltrans, requires new or improved ped & bike facilities for all capital projects.		<ul style="list-style-type: none">• ?	<ul style="list-style-type: none">• Track progress of SB 760

Shaded = Resolved or not active

Caltrans District 4 Pedestrian Advisory Committee (PAC) + Bicycle Advisory Committee (BAC) Work Plan – Projects Matrix

County Route	Project Name	Summary and Issue(s)	Date Initiated w/ PAC+BAC	Project Status	Next Steps
CC/MR N 580	Richmond-San Rafael Bridge Operational Improvement Project	Pilot Project includes a 10 ft Class I path on the upper deck, separated by a moveable barrier.	<ul style="list-style-type: none">Oct 2014	<ul style="list-style-type: none">Presentation to BAC Oct 2014Presentation to PAC+BAC Jan 2016Project under constructionTransportation Authority of Marin (TAM) developing improved bikeway connection on Sir Francis Drake overcrossing	<ul style="list-style-type: none">Track project and improved connections to bridge
SF 80	Bay Bridge West Span Path	Planned pedestrian and bicycle path on the Bay Bridge West Span	<ul style="list-style-type: none">	<ul style="list-style-type: none">Caltrans study completedMTC-funded study in development; alternative being narrowed down	<ul style="list-style-type: none">Track study and potential future phases
SCL 101/237	Mary Avenue Bridge	Draft environmental document includes alternatives for a Mary Avenue overcrossing with bike & ped facility, no connection to the east	<ul style="list-style-type: none">	<ul style="list-style-type: none">	<ul style="list-style-type: none">
SON 101	Town of Windsor bicycle and pedestrian access across US 101	Town of Windsor is looking at alternatives to improve pedestrian and bicycle connections across US 101	<ul style="list-style-type: none">	<ul style="list-style-type: none">Proposed for future meeting	<ul style="list-style-type: none">

Caltrans District 4 Pedestrian Advisory Committee (PAC) + Bicycle Advisory Committee (BAC) Work Plan – Policies and Procedures Matrix

Track No.	Policy/Procedure	Summary	Date Initiated w/ PAC+BAC	Status	Goals and Next Steps
PB-1	Pedestrians and Bicyclists at Interchanges and Intersections	PAC+BAC subcommittee developed recommendations to reduce conflicts for pedestrians and bicyclists at interchanges and intersections.	Jan 2015	<ul style="list-style-type: none"> Discussed on Jan 2015 and June 2015 joint meetings Joint PAC+BAC reviewed and approved subcommittee recommendations on June 24, 2015 Letter sent to Caltrans Director August 2016 HQ Smart Mobility Branch can help relay recommendations to HQ Design and Traffic Operations divisions 	<ul style="list-style-type: none"> Seek opportunities to provide input on D4 projects and HQ guidance affecting intersections and interchanges
PB-2	CA State Bike + Ped Plan	<i>Toward an Active California</i> , the CA State Bike & Ped Plan, is a policy-level plan for Caltrans to meet its goals and targets for walking and biking.	Jan 2016	<ul style="list-style-type: none"> Draft released in Feb 2017, comments due March 10, 2017 Final plan released in May 2017 HQ Smart Mobility and Active Transportation Branch is the implementation lead 	<ul style="list-style-type: none"> Track implementation of goals and strategies
PB-3	Mode Separation for Multi-use Paths	Steven Grover presented research findings of best practices on mode separation of multi-use paths	June 2016	<ul style="list-style-type: none"> Presentation to PAC+BAC in June 2016 Subcommittee met in February 16, 2017 SGA staff identifying discrepancies in Caltrans guidelines 	<ul style="list-style-type: none"> Develop recommendations for Caltrans
PB-4	Roundabouts	Develop PAC_BAC recommendations for roundabout design guidance pedestrians and bicyclists	Oct 2016	<ul style="list-style-type: none"> Presentation to BAC on Oct 19, 2016 PAC+BAC Special Meeting Jan 2017 CA SHS Roundabout Inventory Report (2014) available online Caltrans and FHWA workshop on March 3, 2017 to develop roundabouts training for peds and bikes Subcommittee reviewing draft recommendations 	<ul style="list-style-type: none"> Develop recommendations for Caltrans
PB-5	Identify/prioritize interchanges that present barriers to pedestrian and bicycle travel	<ul style="list-style-type: none"> D4 Bike Plan will identify/prioritize barriers to bicycling, but not focused on pedestrians 	Jan 2017	<ul style="list-style-type: none"> Recommended for future meeting 	<ul style="list-style-type: none">
PB-6	Senate Bill 1 Road Maintenance and Rehabilitation Program	<ul style="list-style-type: none"> SB 1 provides new funding for transportation in CA (including ATP and planning), includes various requirements for complete streets 	June 2017	<ul style="list-style-type: none"> June 2017: Guidelines being developed for various new programs 	<ul style="list-style-type: none"> Track programs and guidelines resulting from SB 1
PB-7	Regional Measure 3R	<ul style="list-style-type: none"> Regional Measure proposed for 2018 to raise bridge tolls 	April 2017	<ul style="list-style-type: none"> Potential future agenda item 	<ul style="list-style-type: none">
Closed	State Smart Transportation Initiative report recommendations for Caltrans	The SSTI report provides an assessment and recommendations for Caltrans, some of which would help the department improve on meeting the needs of pedestrians.		<ul style="list-style-type: none"> PAC sent letter supporting SSTI recommendations to Caltrans Director in Oct 2014 Response letter in Jan 2015 thanking PAC members and directing them to www.dot.ca.gov/CIP/ for updates. 	<ul style="list-style-type: none">

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